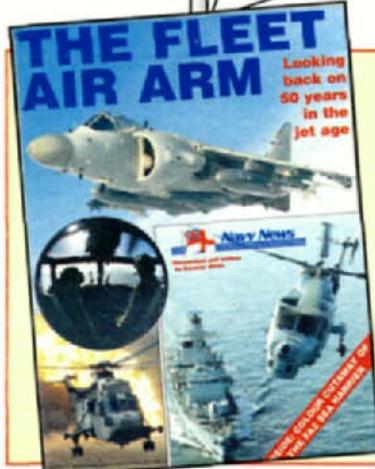


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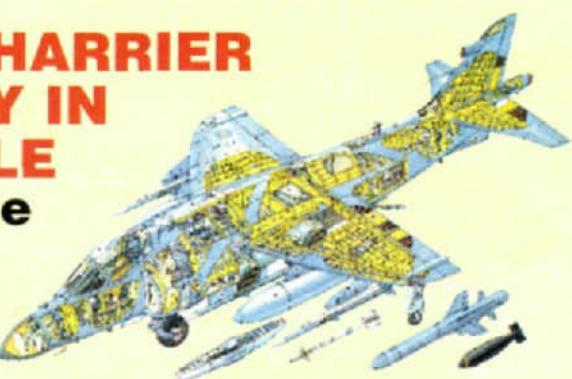


PLAIN ENGLISH CAMPAIGN AWARD WINNER 1996

OCTOBER 1996

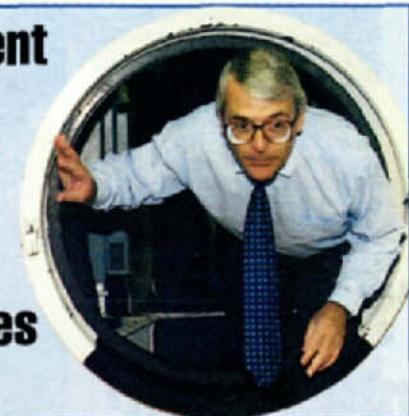
60p

INSIDE: SEA HARRIER FA2 CUTAWAY IN POSTER STYLE
PLUS an 8-page supplement on the post-war Fleet Air Arm



Major event for the last of the Polaris submarines

page 15



Invincible and Illustrious break new ground with awards over Bosnia

SWORD OF PEACE

AT THE DOUBLE



FOR THE FIRST time in the 30 years that the Wilkinson Sword of Peace has been awarded to units from the three Armed Forces, two Royal Navy ships will each receive a sword.

MARTIAN LYNX . . .

...is the title of this unusual study by PO(PHOT) Roger Littler of HMS Osprey. It has been judged Best Colour Picture (from the Best Portfolio) in the Royal Navy Photographic Branch's annual Peregrine Trophy competition.

Actually the colours are all wrong - the photographer got the effect by making a transparency of the negative taken of the helicopter flying over Portland Races, so that the green water came out red and produced the Martian surface.

Don't miss next month's issue for more winning pictures from the competition.

Normally one sword is presented to a single unit in each Service, but this year Messrs Wilkinson Sword Ltd decided that their Naval award should go to the carriers which last year played a vital role in peace enforcement in Bosnia - HMS Invincible and HMS Illustrious.

In an unprecedented step, two identical swords will be presented to the ships.

A Ministry of Defence spokesman said that in community work ashore, the men and women of the carriers had contributed to fostering a spirit of peace in former Yugoslavia by demonstrating that the Royal Navy has a human face and is a resourceful, committed and caring Service.

Dangerous task

In the Bosnian Muslim town of Bugojno work teams from the ships took on the major task of rebuilding the local school, a dangerous job for which they were equipped with flak jackets, personal weapons, and morphine for emergencies.

Several times they came under fire, and most were confronted with the appalling human cost of the war - something which seaborne forces do not usually encounter.

• Turn to back page

SEA HARRIERS OVER THE ALPS

A DATE with 21 other NATO aircraft from six nations meant an Alpine venture for these three Sea Harrier FA2s of 899 Naval Air Squadron.

Pictured against the stunning backdrop of the mountain range, the aircraft were being flown by the squadron Commanding Officer, Lt Cdr Mark Boast (nearest the camera), Lt Ade Orchard (centre) and the squadron's senior pilot, Lt Cdr Dave Baddams.

At the Italian air base at Deci, they conducted exercises against RAF GR7 Harriers, Italian Navy AV-8s, F-104s and – for the first time – German MiG 29s.

Picture: Andrew Brooks

'Stay on' plea over MEMs shortage

JUNIOR marine engineering mechanics due to leave the service are being encouraged to stay on longer in a bid to reverse a growing shortage of AB-rate members of the branch.

Recruiting of MEMs has restarted and is at maximum training and first sea draft capacity. However, the Navy is concerned that it will take time for the new recruits to appear in the Fleet, while at the same time almost 200 MEMs are due to leave the service before April.

Exceptionally, Commanding Officers have been told by the Second Sea Lord that they may – on submission of a request form – approve postponement of departure for six months for AB-rate MEMs under notice to leave the Service before April.

Divisional officers are being told to ensure that such ratings are to be encouraged to extend their service.

Type 22s transfer to Brazil

THE BRAZILIAN navy took charge of the Type 22 frigates HMS Brilliant and Brazen in a ceremony at Devonport at the end of August. They will complete sea trials before leaving for Brazil.

The ships are now known as the Bosisio (Brazen) and the Dodsworth, named after admirals who served in the Brazilian navy.

During the hand-over, Capt Paulo Jose de Carvalho accepted command of Brilliant from Cdr Duncan Potts, while Capt Sergio Lima Duarte took over command of Brazen from Cdr Nick Lambert.

Guests at the ceremony included the Chief of Fleet Support, Vice Admiral Sir Toby Frere; the Chief of the Brazilian Naval Staff, Admiral Domingos Alfredo Silva; and Britain's Minister of State for Defence Procurement, James Arbuthnot.

SEALs to use British boats

INFLATABLE parachute boats used by the Royal Marines have so impressed the Americans that they are being made for the US Navy's SEALs (Sea-Air-Land commandos).

The boats, made by Aircraft Materials Ltd of Devon, have been in service with Britain's Special Boat Squadron for nine years.



Navy volunteers test rehydration 'cocktails'

SUPER-DRINK PLAN FOR HOT CLIMATES

SCIENTISTS at the Institute of Naval Medicine are developing a drink designed to improve the physical performance of military personnel in hot climates.

Tests using volunteers have started at the Institute at Alverstoke, Hampshire, and

experts believe an inexpensive, performance enhancing beverage is likely to be in use within two years.

Trials have shown that military personnel working in temperatures of 35C for six hours need six litres of water to rehydrate. But water is not the best drink for the job.

"It doesn't rehydrate quickly, it has no carbohydrates for energy and when drunk in quantity fills the

stomach," Mr James Bilzon, the project officer, told *Navy News*.

His team are developing a special beverage – a "carbohydrate electrolyte" – which is essentially a cocktail of glucose sugars, sodium, salt and potassium. Far less of the drink would be needed and it would rehydrate faster and more effectively than water, replacing lost energy as well as fluid.

"We are investigating how best

we can improve physical performance by testing different mixes of the drink and various feeding patterns," said Mr Bilzon.

"Before we issue a beverage for operational use we must be sure that it does the job and that there will be no adverse effects."

Guidance

The trials will also produce guidance to field commanders on the use of the drink, such as where and when it should be taken.

The Institute of Naval Medicine has appealed for RN volunteers to take part in the trials. A programme of tests was undertaken in September and a further series is due to take place during the first three weeks of December.

Applicants should first consult their divisional officers. Further information can be gained from Mr Bilzon at the INM ext. 68050.

Trust to be set up for Greenwich

THE GOVERNMENT is to create a Trust to take over responsibility for protecting the Royal Naval College, Greenwich.

Defence Secretary Michael Portillo and Heritage Secretary Virginia Bottomley have accepted the main recommendations of the Greenwich Advisory Group.

In its final report, published by the Government, the Group examines detailed proposals from the University of Greenwich and the National Maritime Museum for joint use of the site.

Major campus

It concludes that there is scope to allow the university to establish a major campus in the College, with the museum in a closer partnership with the university and in the public parts of the site.

The precise terms of the arrangements will be a matter for the Trust. A chairman designate and a chief executive will be appointed to form the Trust and begin talks with Greenwich Hospital over leasing.

Ministry of Defence planners are reported to be considering alternative sites to the Army Staff College at Camberley, for the new tri-Service staff college. One place believed to be under consideration is the Royal Military College of Science at Shrivenham, Wiltshire.

'Battle of Trafalgar' watched by 10,000

THIS FULL-SIZE replica cross-section of HMS Victory was used to re-enact the Battle of Trafalgar as one of the highlights of Portsmouth Historic Ships' Dockyard Festival.

The show 1805 Live was devised and written by the Trafalgar Gun Company using a 40-strong crew for six performances presented during August Bank Holiday weekend. The Company now plans to perform the show, on the 40ft replica, at other sites around the country.

Over 10,000 people visited the festival, which included Tudor gun drills, a display by the Fort Cumberland Guard, demonstrations by the Victory Cutter Crew and a Coastal Forces display comprising MTB 71 and Harbour Defence Motor Launch 1387.

It is hoped to stage a similar event next year.



Picture: Lt Cdr Nigel Huxtable

NELSON CROSSES THE LINE INTO COMMERCE

THE MINISTRY of Defence has awarded an innovative facilities management contract to a commercial partner in HMS Nelson, Portsmouth.

Amey Facilities Management Ltd was chosen after an exhaustive tendering programme which began early last year when 26 companies expressed an interest in running elements of one of the Navy's main personnel support centres.

The basic £21m five-year contract will first cover basic services such as cleaning, catering support, accommodation and property management, motor transport, driver training and other general administrative support activities.

Part of the Second Sea Lord's programme of implementing the Government's Competing for Quality initiative, the contract is a partnering arrangement which will allow the Navy and AFM to work together to develop the business, produce the best value for money and share the benefits.

The flexible contract will allow HMS Nelson's Captain to extend the range of services provided by AFM in response to changing circumstances.

An MOD spokesman said RN and Civil Service staff would be affected by the change, though it was envisaged that all civilian staff would be offered the chance to transfer to AFM with full transfer rights under the European Acquired Rights Directives and

TUPE. Trade Unions would be fully consulted.

Capt Andrew Slater - who hands over to Capt John Hart as Captain HMS Nelson this month - said he believed the contract represented a major step forward in the way the Royal Navy and industry could "work together in a spirit of openness and co-operation to their mutual benefit and at the same time ensure the highest level of service to the Fleet."

- Armed Forces Minister Nicholas Soames last month officially launched the partnership between the Royal Navy and Flagship Training, designed to offer opportunities for outside organisations to train "under the White Ensign", at the School of Maritime Operations, HMS Dryad.

IN BRIEF

A RECORD breaking £10,000 was raised for King George's Fund for Sailors by the 1996 Charity Golf Classic at HMS Dryad. Admiral of the Fleet Sir William Staveley received the cheque on behalf of the Fund.



WITH the closure of the Prince of Wales Barracks in Hong Kong anyone wishing to reclaim presentation gifts should write to the Officers Mess Manager at the Barracks, BFPO1 by 1 November.



A PLAQUE of the crest of HMS Fearless has been presented by the LST and Landing Craft Association to Queen Alexandra's Hospital Home, Worthing, where hangs the ship's bell of the 1913 HMS Fearless.



CAPT Rodolfo Soria-Galvarro, CO of the Chilean naval training schooner Esmeralda, laid a wreath in HMS Victory when the ship visited Portsmouth last month.



CHANGES in boot styles meant the end of the road for the white gaiters traditionally worn by trainee aircraft handlers at RN air station Culdrose. The tradition, which dates back to at least 1950, is difficult to continue with the new high-ankle combat boot design so the students will now wear white shoulder patches to denote their status.



FORCES FOCUS, the new tri service radio programme at Haslar Hospital, invites requests for patients on 01705 601600.



MEMBERS of the Sutherland District Affiliation Committee paid their first visit to their adopted ship HMS Sutherland, the Type 23 frigate in build at Yarrows, Glasgow.



WINTER concerts featuring the Band of HM Royal Marines Portsmouth with guest conductors and soloists will be held at HMS Nelson on October 24, November 21 and December 12 at 7.30p.m. Tickets at £5 from Bd Sgt H.L. Staines, RM School of Music, HMS Nelson, Portsmouth PO1 3HH.



BULAWAYO Trophy for the most valuable adventurous training expedition goes to a team from HMS Brilliant who climbed HMS Kenya when the ship visited Mombasa last year.



BRITISH Forces Education Service and Service Education Authority celebrates 50 years of service to children of military personnel this month with a conference and exhibition at the Cafe Royal on October 5 from 11.30-3.00.



PORLTAND Lighthouse has been given a bright new facelift by Johnson Controls Haydon Group



THE HISTORIC Warship Preservation Society has appealed for £60,000 to return to the UK from Norway and part restore the World War II anti-submarine steam trawler HMS Caiiff, believed to be the last of the Isles Class.



BOAT JUMBLE sale at Chatham Historic Dockyard is on October 20 from 1000-1600.

UK takes the lead with her partners for peace

AFTER the suspension of Operation Sharp Guard to enforce the UN arms embargo against the former Yugoslavia, HMS Nottingham has been busy fostering relations between NATO and Partnership for Peace nations Ukraine and Romania.

The RN representative in NATO's Standing Naval Force Mediterranean conducted operations in the Black Sea, visiting Constanza, and took part in a major PFP exercise Co-operative Partner 96.

Later, while in Gibraltar, a visit to the Rock by two Ukrainian Naval ships provided another opportunity to further east-west relations.

Highlight was a tour of the Krivak 3 frigate Hetman Sahaidachny, coinciding with the fifth anniversary of Ukrainian Independence Day.

En route to Gibraltar for her summer stand off, the Nottingham also exercised with the Israeli Navy and followed up with a four day visit to Haifa, members of the ship's company managing trips to Jerusalem and Bethlehem.

She rejoined the other SNFM ships in Naples last month for a change of command ceremony, when Commodore Nikitidis of the Hellenic Navy took over the force as it was about to take part in the major NATO exercise Dynamic Mix.

Meanwhile ships of the Standing Naval Force Atlantic - currently under British Command as is

Standing Naval Force Channel - were taking part in Exercise Northern Light.

Led by HMS Cumberland, they were joined at Portsmouth by the American amphibious command ship USS Mount Whitney and the French destroyer FS Aconit to produce one of the biggest multinational gatherings there for several years.

● Right: HMS Nottingham and ship's company.



Bulls-eye for the 'Brough'

HMS MARLBOROUGH is the new holder of the Fleet Surface Firing Trophy - the Beresford Cup first presented by Vice Admiral Lord Charles Beresford in 1903.

Originally called the Channel Fleet Challenge Cup for long range firing, its past winners include such illustrious names as HMS Majestic, Devonshire, Formidable and Indomitable. It was renamed in 1971, when it was won by HMS Blake.

In the picture Cdr Tony Rix, CO of HMS Glasgow, the previous holder, hands over the trophy to Lt Cdr Bernie Thompson, HMS Marlborough's Operations Officer. Also present are Capt John Rodley, CO of HMS Marlborough and Lt Angus Young, the Glasgow's Navigator. In the foreground (left to right) are LS(M) Andy Harrison, LS(M) Jacko Jackson and LS(M) Thomas Donachie.

Picture: LA(Phot) Richie Moss.

RBL backed by a silent majority

LAUNCHING its 75th anniversary year Poppy Appeal this month, the Royal British Legion draws encouragement from a survey that shows almost all 15-25 year olds support the Two Minute Silence, reintroduced by the RBL last year to the traditional time of 11a.m. on November 11.

Head of Fundraising Michael Vernon-Powell told Navy News: "If we could receive £1 from every person who through our research we know supports us, then we would be able to provide handsomely and properly for all our dependents.

"Each year the Legion responds to more than 180,000 calls for help and, with the passage of time, the number eligible to call upon the Legion for assistance has continued to grow.

"Today more than 16 million people in the UK and overseas fall into the Legion's net of care."

(See also page 14: "Service Charities Feel the Stress of Age".)

● The first scholarship for young British students wishing to study in Korea launched by RBL, the British Korean Veterans Association and the industrial group Samsung last year was presented to Newcastle University graduate Martyn Simpson at the Royal Artillery Company in London on September 26.



*Drafty . . .**Warfare Branch, Ops and WEM*

SEA DRAFTS LIKELY TO BE LONGER

LACK of manpower is hindering the planned transition from source branches to the Warfare Branch, causing delays and frustrations in the drafting plots – which will directly affect ratings, with first sea drafts and sea billets for OM1s likely to be extended.

The Warfare Branch Team (WBT) on Flag Officer Surface Flotilla's staff is working very closely with Drafty to keep everyone informed as the Branch evolves.

In the case of source branches, they are filling many second lines on schemes of complement, as well as their own dedicated billets, achieving a flexibility which helps

Drafty to keep the front line first.

Unfortunately more cross-trained ratings than expected have returned to source branch. If ratings are having second thoughts

about reverting, they should speak to FOSF's WB Team – now headed by Lt Cdr Colin Tozer on Portsmouth Naval Base ext 26588 – or get their divisional officer to talk to Drafty.

Guidance

Most source branch qualifying courses are still running and some ratings are being drafted to LOM billets and have been advanced to LAHL before their B13s are due.

Guidance about branch transfers and sideways entry branches is contained in the Second Sea Lord's signal WAC 131553Z JUN 96.

First sea drafts, originally planned for 15 months, are now likely to be longer. Drafty will get ratings ashore and on to their OM1 course as quickly as a relief can be found. In some cases it may be possible for ratings to draft to course and then back to their ship if the ship is prepared to accept the short-term gap. That option needs to be discussed between Drafty and the ship.

Sea billets for OM1s are likely to be extended from 27 months to a



'I say! Will I be here long?'

Getting what you want

IT IS IMPORTANT to let Drafty know what your preferences are. If you are to get the shore draft you want, the Naval Drafting Division needs your REDXDPF form in time.

A visit by a divisional officer or divisional senior rating can make a difference, so ratings should also use their divisional system to make their preferences known. And if there is enough interest, the NDD will arrange a drafting roadshow to

update drafting issues and give individual consultations.

Meanwhile, if you are a volunteer for small ships, Northern Ireland or Falkland Islands service – for which the DO's seal of approval is needed – let the NDD know your preferences on a C230/C240 form.

And those who are willing to volunteer for early out-of-turn or short notice drafts will be sure of getting their sea service preference.

maximum of 33. However, it should be possible to complete Task Book 2 and pass PE, including Seamanship, within nine to 12 months.

Drafty aims to draft ratings to the LOM course as soon as a relief can be found, then draft them back to sea in a LOM billet where they can press on for PO.

While progress may seem to be slowing, these are the first few steps on what should be a long and successful journey.

Give and take

In the meantime, there must be give and take between Drafty, ratings, and ships. Drafty is encouraging ratings to keep in touch with the organisation through divisional officers so as to give its customers as much "visibility" and notice as possible.

• Those who wonder why their unit is being gapped while others seem to maintain 100 per cent manning, should have their questions answered by DCI(RN) 41/96 which establishes Fleet manning priorities.

THE TEAM . . .

THE WARFARE and Operations Drafting Division contact extensions at Centurion Building:

Drafting Commander and WO appointer	Cdr G. A. Manning	2494
Office manager and assistant to Cdr Correspondence	CPOWWTR Thornton	2497
Drafting officer for (R)(M) (AW)(WA)(AWW)(AWT)	Mrs S. Chumbley	2497
Drafting section (R)(M) (AW)(WA)(AWW)(AWT)	Lt Cdr G. D. Palmer	2457
Drafting officer (UW)(S) (EW)(MW)(DIV)(SEA)(SR)	POWWTR Garthwaite	2459
Drafting section (UW)(S) (EW)(MW)(DIV)(SEA)(SR)	LWTR N. Ohren	2450
Drafting officer (Comms, CT, Tels and OM(C))	Lt Cdr D. R. Long	2454
Drafting section (Comms, CT, Tels and OM(C))	POWWTR L. James	2151
Drafting officer (WEM)	LWTR S. Walker	2441
Drafting section (WEM)	Lt Cdr R. F. Villier	2452
NMA Gosport	POWWTR S. Docherty	2496
	LRO(G) G. Weller	2442
	Lt Cdr M. Linfield	2975
	POWWTR T. Newell	2529
	LWTRs Complin/Collins	2511
	Fax	2449

SHIP OF THE MONTH

POSTCARD SUBSCRIPTION



Pictured above HMS SOMERSET

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Oldest Lynx's 3,000th flight

THE OLDEST Lynx helicopter in the Royal Navy has chalked up its 3,000th landing.

The milestone for Lynx XZ228, which was one of the first to enter service in 1976, came in the Gulf where the aircraft was embarked as HMS York's flight.

September also marked the 20th anniversary of the entry of the Lynx into Royal Navy service.

Flight crew on board the Type 42 destroyer comprise Lt Cdr Dusty Miller and Lt Chris Tate, whose celebration of the 3,000th landing coincided with a visit to the ship by the Commander of the US Fifth Fleet, Admiral Fargo, who cut the flight's party cake.

New NATO HQ opened

THE NEW NATO Maritime headquarters at Northwood was opened on September 24 by the Supreme Allied Commander Atlantic, General John Sheehan USMC.

Named Atlantic Building, the HQ will be operated by 224 personnel from ten NATO countries and will be in the command chains of both SACLANT and the Supreme Allied Commander Europe (SACEUR).



Horatio's odyssey has barely begun

THE NAVY is playing a vital role in making one of its newest recruits the most travelled teddy bear in recorded history.

LS Horatio Nelson Bear is one of 12 of his kind trying to notch up a mileage of 40,000 in a year to achieve a place in the *Guinness Book of Records*. And if he manages it he will also raise funds for the Boys and Girls Welfare Society, who enlisted the Navy's help in giving their bear a fighting chance.

The travelling bears campaign was formally launched on the BBC TV children's programme *Record Breakers* on September 23, and as *Navy News* went to press Horatio was already embarked in HMS

Cumberland, on a deployment taking him to Wilhelmshaven in Germany and Gdynia, Poland. On his return he will visit Washington with C-in-C Fleet, Admiral Sir Peter Abbott, to members of the headquarter staff – LCpl Justin Hill RM, LREG Adrian Neal and WWTR Jane Pizzi.

It is hoped that Horatio will visit the Falkland Islands and the West Indies before Christmas, and spend some time in the Far East and Australia on the Navy's Ocean Wave deployment. However, there are no plans as yet to reunite him with friends on Bear Island.

During his travels, Horatio will keep in touch with the children of the Boys and Girls Welfare Society by sending postcards from each of his ports of call.

JACK

BY TIGG

**Letters****Schoolies succeeded**

REGARDING the demise of the Instructor Branch after 300 years, your readers may be interested to learn of an independent organisation which has existed for almost as long and whose purpose is analogous to that of the schoolies.

The big difference between the two bodies is that the sun is certainly not ready to set on The Marine Society.

The world's oldest public maritime charity will be familiar to many as the Victorian flag-adorned building visible as Portsmouth-Waterloo trains approach their destination.

Managed by mainly ex-RN staff, its College of the Sea operation continues to help many serving RN personnel and it is looking forward to filling any vacuum which might arise as a consequence of the winding up of the schoolies.

A team of qualified and experienced teachers offers distance learning tuition at GCSE/A level and a comprehensive support service in conjunction with Open University studies.

The College's enduring success is due to committed staff who know about life at sea, a high student achievement record, low subsidised fees and, not least, flexible arrangements which allow examinations to be taken either ashore or afloat.

Impartial advice on all educationally-related matters, including second careers, is free.

The Marine Society has been working with the Royal Navy and helping its personnel since 1756.

So you see, members of the RN are still extremely well provided for, schoolies or no schoolies! — **B.Thomas**, Head of Education, The Marine Society.

AWOL idyll at the court of Charlemagne

YOUR PICTURE of a Royal Marine and Miss Globe and Laurel in Diego Garcia brought back happy memories of an idyllic three weeks I spent there in May 1939 when I was a Royal Marine serving in HMS Liverpool on a three year commission in the Far East.

At that time I had two years' service behind me. My oppo was Marine Denis Turnbull — and we were both a pair of stroppy and extremely recalcitrant Marines.

By the time we dropped anchor in the shimmering lagoon of Diego Garcia we had had enough — and we decided to jump ship, steal a native catamaran and sail to Borneo.

Searchlights

And so, after landing on the jetty with the rest of the libertymen we scuttled into the darkness of the coconut palms.

The only provisions we had were chocolate and cigarettes, plus my guitar and mouth organ. We

chuckled as we watched the ship's searchlights sweep the whole of the foreshore on the seaward side of the island and we tried to sleep, disturbed by large land crabs, a wild pig and a couple of wild donkeys.

Early next morning we were awakened by the noise made by the search party sent to find out what had happened to us. Shinning up a palm tree solved the problem and walking out of the sea backwards using the same footprints also helped.

The foul language and oaths used by the Marine search party remain with me to this day.

Gleefully we watched the ship sail away towards Mauritius and after killing and roasting a wild pig we fell asleep.

We were aroused by half a dozen natives who had been despatched to look for us by the supremo of the island, Monsieur Charlemagne, who reigned over the natives and the copra plantation.

We were taken to his opulent white painted house, fed and watered with unlimited supplies of port and sherry and given a tin roofed bungalow to sleep in.

Native girl

A native girl we christened Daisy did our dhobeying and fed us on turtle eggs and turtle steaks. We swam in the lagoon most of the day and dined with Charlemagne in the evening. We smoked most of his Pall Mall cigarettes while Charley his valet hovered over us, refilling our port glasses.

This halcyon existence lasted for three weeks until HMS Manchester arrived. By that time we had realised the error of our ways and we were rowed out to the ship in the native's ceremonial canoe.

Next day we were charged with being absent without leave — but Charlemagne supported our pack of lies that we were lost in the jungle when his men found us.

We were awarded 14 days No 11 which wasn't too bad, really.

I have often looked back on that stolen extra leave without a trace of remorse or regret — however, I did learn to toe the line and be amenable to discipline eventually, which came in very handy during the years that followed. — **W.H.Bishop**, Wye.

RFA losing touch

THE RFA suffers greatly for the want of a shore establishment to call its own — its staff should be classed as one of the first to work from home, long before the idea became fashionable in the computer age.

Because of this, old friends lose touch following what for some, is one of the most rewarding parts of their lives.

There are ships in the RFA over 30 years old which have been in continuous service since they were built, without benefit of major rebuilds and reconstruction. This in itself is a tribute to the design and quality of the ships, but their days are numbered.

I was lucky to serve for three years in Olina and Olwen when they were new, as well as seven years in some of the older style Wave and Tide class ships which were well past their sell by date by 1971, when I left.

Would it not be possible to organise a Family Day at the major naval ports to allow ex-members of the RFA to meet for a reunion and show off to their loved ones just how hard, and how spectacular, it is to undertake a two or three ship RAS? — **P.Maddison**, Slough.

LETTERS to the Editor
should always be accompanied by the correspondent's name and address, not necessarily for publication.

NO WAY TO IMPROVE A HANDICAP

MANY of your readers may have read the Sunday Telegraph or seen the episode of Defence of the Realm on TV where Lt Nick Samuels' unhappiness on leaving the Royal Navy was portrayed.

I am concerned that the reports of a lack of care and consideration for officers leaving the Navy gave a wrong impression.

I wrote to the Editor of the *Sunday Telegraph* to put the record straight but unfortunately the letter was not published. I pointed out how sad I was to read that Lt Samuels should wish to draw attention, in the way he did, to his difficulties in finding a job after being made redundant, even though I can understand his being cross at the frustration of his ambitions.

I was, however, surprised that he should allege a lack of sympathy and understanding from his previous employers. As manager of the White Ensign Association I am very familiar with the comprehensive work of the Ministry of Defence through its Tri Service Resettlement Organisation and with the services provided by the Officers Association and the Regular Forces Employment Agency as they support all the Armed Forces.

We are dedicated to providing valuable additional help to naval people making the difficult move from service to civilian life, but it is rarely easy to make a seamless transition.

Finding a job is in itself a job and we advise all officers and ratings that this is the case.

In addition, the Association provides help and guidance on all matters of personal finance as well as on resettlement to men and women of all ranks and rates of the Royal Navy and Royal Marines.

I had an interview with Lt Samuels a year ago and of course would be glad to see him again, or indeed anyone in his position.

I would also like to pick up on a small but significant point whereby the MOD was perhaps portrayed as being callous.

Lt Samuels said he was told to join a golf club. The implication here being that he should give up the struggle of finding a job and devote the rest of his life to improving his golf handicap.

Whilst I personally did not give him this particular advice I can only say it was well meant. The reasoning clearly was to increase his circle of friends and contacts and to obtain introductions into the unadvertised network of job opportunities. Only about 20 per cent of these are advertised.

The WEA is a charity and its services are available to all Naval people, serving and retired, at no cost. — **Capt D.G.Wixon**, Manager, WEA.

UFO close to home

WITH regard to Mr Clayton-Pearson's letter concerning a sighting of a UFO (June issue), in May 1958 I was a Quartermaster in the MV Port Hardy, a ship chartered from the Bibby Line by the Port Line, when I had a similar experience.

We were returning from Australia to Liverpool and had entered the Irish Sea. I had the middle watch and was at the wheel when I noticed an extra bright star at about two points on the port bow and rather low on the horizon.

At first I thought it might be the masthead light of another vessel, although it was much higher than one would expect. Suddenly, in less than a second this star headed towards the ship and stopped directly above our fore mast at some height — certainly it didn't grow any bigger.

I called for the second mate who was in the chart room at the time, explaining that the star above our mast had suddenly appeared from way out to port. It must have remained there for at least two minutes.

While we were both looking at it it shot away from us and disappeared in seconds. Neither of us could believe what we had just seen and I asked the second mate if he was going to record it in the unnatural phenomena book. His reply was "No — no-one would believe it."

While I was on leave I mentioned all this to my brother. He had some newspapers from that date and there was an account of a UFO that had been in the area as far north as the Isle of Man, where there were reports of broken windows and slates off roofs and even discolouration of the paintwork of a tug in the area.

It may be suggested that what we saw was a shooting star — but how can it be explained that it remained stationary above the mast for at least two minutes before streaking off? — **J.F.Savage**, Liverpool.



I WAS amused by July's Drafty article 'What happens when the balloon goes up' regarding the liability of Reservists — as was my old shipmate RM Tom Hill, 493 Squad 1947, who drew the enclosed caricature of me. — **L.Bickford**, Plymouth.

**Navy News****No.507 41st year**

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Notice of cancellation must be received 5 weeks preceding publication date.

Guard out of line

IN THE AUGUST issue you published a photograph of a naval guard from HMS Chatham descending the Potemkin steps in Odessa. Your caption describes this as an 'Honour Guard'.

I have consulted my rather old copy of BR 1834 'Royal Naval Handbook of Parade and Rifle Drill' and have found references to Guards, Guards of Honour, Royal Guards, Captain's Guards, Subaltern's Guards, Sergeant's or Petty Officer's Guards and even Armed Parties. Nowhere have I found mention of an 'Honour Guard'.

I suggest the term may well originate in the United States. Understandably, it is frequently used when referring to British troops in a UN context, such as in Korea where there is probably considerable US military influence.

Today, when ceremonial plays only a very small part in service life, let us hold on to our own traditional terminology, even if in the fast we have looked elsewhere - *feu de joie!*

(I will excuse the man in the front rank who is out of step - it must have been difficult enough remaining in line under those circumstances!) - Maj A.J.Donald, RM, Horndean, Hants.

Names set in stones

THE PUPILS of Durness Primary School have taken a great deal of interest in the ships' names set out in stones on the mountainside to the west of Loch Eriboll.

They have painted them white and are going to make a picnic area around them while the local people would like a cairn with a suitable inscription put there beside the road to Durness.

The names are Hood, H43, Valiant, Swift, Whirlwind, Normandy, Courageous, Unga, Lucretia, Johanna, Blake and two that have been disarranged and are not easily identified. They are thought to have been put there around 1934-35.

If anyone knows any more about these stones and how they came to be placed there I will be pleased to pass on the information. - K.A.Clark, Winchester.

Doubly royal

IN THE August issue you report the happy exchange between HMS Monmouth and the Army regiment with the same county name - but sadly you inadvertently redacted its illustrious title.

The Royal Monmouthshire Royal Engineers is one of the oldest regiments in the British Army and the only regiment whose title boasts two 'Royals'.

As an ex pongo once attached to HMS Stag (Navy House, Port Said) I thoroughly enjoyed a similar exchange for many happy months. Not many soldiers were privileged to 'Up Tots' every day. - F.L.Sainsbury, Hereford.

Lost boys of Vincent

THERE is an HMS Ganges Association and an HMS Bruce Association (probably the shortest serving boys shore training establishment, 1947-49) but why no HMS St Vincent Association.

Has anyone ever attempted to start one?

It was in operation from 1927-68 so there must be thousands of ex St Vincent boys out there,

myself included. I did my new entry training there, was drafted to Ganges and then on to Bruce. - J.M.White, Amanzimtoti, Natal.

Lifeline to Lifeline

I WAS disappointed that your article on the Polish officers who took part in Operation Lifeline (April issue) made no mention of the part played by the Tarana, which acted as their mother ship.

The full story is told by W.Cecil Hampshire in a book published around 1960. - W.G.Claydon, Axminster.

Cap badges that don't quite tally

IN THE article on the history of Naval uniform in the June edition Cdr Hobbs stated that Reservists had RNR or RNAV embroidered beneath the crown.

This I believe to be incorrect and should have read RNVR for Royal Naval Volunteer Reserve, not RNAV, as the RNAV officers cap badges were not at all similar to the design we know today.

The RNAV was of course in existence during the latter part of the last century and prior to the formation of the RNVR. - B.Mitchell, Crawley.

Cdr Hobbs replies: The statement about reserve naval officers' cap badges was a general one and was taken from the 1890 Review of Officers' Uniform. Coloured illustrations showed badges similar to those worn today but with RNR and RNAV embroidered beneath the crown.

I can quite understand that there were a number of uniform changes in the latter part of the 19th century and that the cap badges of reserve forces may well have changed significantly in that period.

I suspect that Mr Mitchell's examples date from the middle, rather than the end of the Victorian era and thus pre-date the Review on which I based my comment.

I am grateful to him for the illustrations he has forwarded which open up an interesting new area for study.

YOUR FEATURE on action working dress (battle dress) reminds me that in the war years before 1944 officers, particularly

junior officers in small ships, complained of the expense of their Gieves uniforms with their gold lace being ruined by salt water, oil fuel and smoke.

They looked with envy at the Army's rig. Indeed, some managed to purloin soldiers' khaki battle dress and get their mothers to dye it dark blue, thereby incurring the wrath of commanding officers who said the war was no excuse for an officer to be improperly dressed.

Their Lordships, after five years, finally introduced the new dress (albeit with gold buttons), only, after just a further year, for some COs to point out that since we were no longer at war there was no cause to wear a sloppy alternative to No 5s at sea.

My own 'battle dress', in pristine condition, is still in the attic! - Cdr B.H.Wainwright, Chalfont St Peter.

CDR HOBBES' inference that the oilskin coat went out of use in 1954 is misleading; it was in fact to last another 30 years, making about 100 years' usage in all.

It was not replaced by the oilskin jacket and trousers, but was additional to it on temporary loan.

At that time the material was changed from oil-impregnated cloth to PVC and the coat was removed from the compulsory kit list to become an optional item, purchased through Slops. It was replaced on the kit list by the burberry raincoat.

Oilskin coats were also available on temporary loan on all ships and

shore bases and were still to be seen, worn mainly by gate sentries of establishments, well into the early 1980s.

The original oilskin coat was

affected by salty sea water and in time became very 'tacky' whereas the PVC type remained in good condition throughout its life. - A.Perrett, Gosport.

41,103...

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Above: Natocars staff preparing themselves for the busy time ahead.



Right: Some of the 'P' reg cars lined up ready for collection.

It's 7.00a.m. on 1st August and pictured here are some of the Natocars team assembled for duty at their Bridgwater headquarters, ready to hand over the first of more than 360 cars with the new August 'P' registration.

It was flat out for the first five days, with well over half of Natocars' customers part exchanging their cars and finalising their loans and motor insurance.

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Communication

Mr Mike Perrin comments: "This time of year is always busy but enjoyable as we all have a chance to meet our customers and partake in their enjoyment of collecting their new cars."

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WASTE AT BASES

EVERY MAJOR site owned by the Ministry of Defence is to have an energy manager and must conduct energy surveys as part of a policy aimed at cutting running costs and reducing carbon dioxide emissions by 20 per cent by the turn of the century.

New rules on safety

NEW health and safety management regulations have been produced by the Chief Environment and Safety Officer (Navy).

The regulations lay down the principles and requirements for health and safety management across the Navy, and act as a performance standards document for H&S management audits. They also ensure a common approach to H&S management.

DCI RN 143/96

Salvage award

AFTER almost 12 years, an award for salvage services to the Lochalsh Ferry is ready for distribution to the then crews of the Royal Maritime Auxiliary Service vessels Cockchafer and Criccieth.

The ferry got into trouble on December 12, 1985 and a rescue effort by the Cockchafer and Criccieth averted a more serious incident.

The value of each share of the salvage money is £29.85.

DCI Announcement, Aug 16

MOD accounts for three-quarters of the non-operational fuel used by all Government Departments, and improved energy efficiency and economy within the Ministry would have a major impact on the Government's track record in that field.

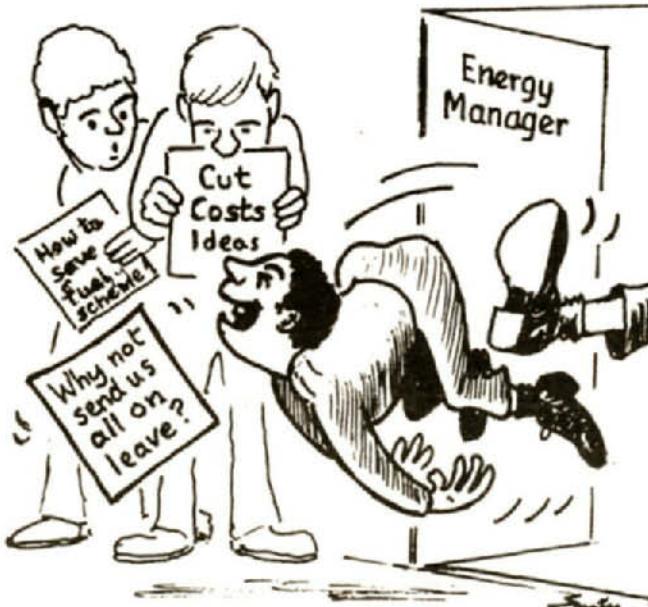
To reflect Government policy set out by Prime Minister John Major at the 1992 Rio Earth Summit, a Defence Energy Management Working Group has prepared guidance as the first stage of a more comprehensive central direction on energy management.

"Non-operational" fuel includes energy used in barracks and installations for domestic purposes, heating, lighting and the operation of machinery. It does not include energy used by vehicles, ships or aircraft, nor domestic energy supplied to customers.

Meters

Commanding Officers or heads of establishments are being made responsible for appointing their energy managers - people who are able to devote sufficient time and effort to their responsibilities. In addition, energy surveys must be conducted at all major sites every three to five years.

Meters and gauges will be



'It was worth a try!'

installed in new constructions and in new works in the property management area - having regard to size and scale. Meters will also be used in fuel and energy infrastructure, and on property owned by MOD but where energy is provided to a contractor, agency or other Government department.

All construction must comply with current legislation, statutory standards and "design energy targets". The installation of air conditioning, air cooling and comfort

cooling will not be permitted unless it has been justified by a risk assessment.

Energy saving award schemes, initiatives and suggestions are being encouraged, and all staff are being urged actively to contribute to energy saving and to reduce wastage wherever possible.

Simple measures include switching off lights, computers and other electrical equipment when they are not needed.

DCI (GEN) 221/96

CHANGES in the treatment of pensions at the time of divorce could affect members of the Armed Forces whose divorce, separation or nullity has been filed since July 1.

Careers Service

SENIOR ratings are being sought to join the RN Careers Service. Entry is open to those serving on open or second open engagements and involves:

Royal Navy WOs who are about to complete 27 years' service; Royal Marines WOs about to complete 22 or 27 years; QARNNS and WO(W)s about to complete 22 years or four years in the rate; and CPOs, WO2s RM, C/Sgt and QARNNS CPOs who are about to complete 22 years.

Courts will also have the power to order the scheme member to commute his or her pension if that is permitted by the rules of the scheme. However, attachment orders against pensions will end if the ex-spouse remarries.

Legal advice

Any court order in respect of divorce which affects a Service pension is likely to be sent by the court to the Pension Awarding Branch. But if any unit receives such a court order, it should be sent immediately to the Awarding Branch which, for the Navy is: Directorate of Naval Pay and Pension (Accounts), Room 1067, Centurion Building, Grange Road, Gosport, Hants. PO13 9XA.

Members of the Forces concerned about how the changes will affect them should seek legal advice.

Under the Pensions Act, payments are not made to the former spouse until the scheme member retires and receives a pension. The provisions should not be confused with "pension splitting", which has been included in the Family Law Act 1996.

Under those regulations, which are not expected to come into force before 1998, the pension is divided at the time of the divorce settlement. It is not yet known how that will affect members of the Armed Forces.

DCI (JS) 90/96

Logbook for cox's

A LOGBOOK has been introduced for RN coxswains to record experience and qualifications in a handy form. The RN School of Seamanship began issuing the book on September 1 to all who pass the Gemini/RIB course and the miscellaneous Boatwork Course.

DCI RN 141/96

This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.



HM submarine C3 leaving Portsmouth harbour in 1907.

Historic axe gives an edge to sub museum display

THE AXE used to launch the historic submarine C3 90 years ago has been presented for display to the Royal Naval Submarine Museum. By the time World War I broke out, the small C3 was already an ageing design, but what makes her famous is that Lt Richard Sandford, her commanding officer in 1918, won the VC for his part in the Royal Navy's daring raid on Zeebrugge.

The axe was wielded at Barrow-in-Furness on October 3, 1906, by Mr A. J. Campbell, and had been in the care of the Scottish Maritime Museum.

However, the wish of the Campbell family was that it should go to the Submarine Museum at Gosport. So, in a ceremony there, the axe was presented by Sir Ross Belch, Chairman of the Trustees of the Scottish museum, to Rear Admiral Tony Whetstone, Chairman of Trustees of the Submarine Museum.

Self-destruction

On her last voyage on April 24, 1918, C3's crew was reduced to just six and her fore-ends packed with five tons of TNT. While blockships were sunk at the canal mouth at Zeebrugge to bottle up enemy submarines, C3 would position herself under the viaduct and self-destruct, preventing reinforcement by enemy troops from the mainland.

As the submarine approached her target she was spotted by the enemy and came under fire. To

ensure accuracy, Sandford decided not to use a remote control system that would have allowed him and his crew to escape at a safe distance from the viaduct. Instead he steered the boat in so that it struck

the bridge at exactly the right angle.

With C3 firmly wedged, he lit the timed fuse and ordered the submarine to be abandoned. As they emerged the crew were subjected to a hail of bullets, but they managed to clamber on to a motor skiff standing by.

But there was near disaster when the skiff's propeller was damaged in a collision with C3, and the crew had to resort to oars. Under enemy searchlights, Sandford was hit twice and two others were severely wounded. The three others managed to row 200yds from C3 before she exploded, bringing down the viaduct, the searchlights and the enemy marksmen.

The men from C3 were picked up by a picket boat under the command of Lt Cdr Francis Sandford, Richard's brother. The other officer in C3's crew, Lt John Howell-Price, was awarded the DSO and the four ratings received Conspicuous Gallantry Medals, three of which are on display at the Submarine Museum.

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Graf Spee binoculars for sale

BINOCULARS used by the Commanding Officer of the German pocket battleship Graf Spee in 1939 are expected to fetch about £15,000 when they are auctioned at Christie's on November 14.

Capt Hans Langsdorff used the binoculars during the Battle of the River Plate in which he was beset by the cruisers Achilles, Ajax and Exeter. When his ship put into Montevideo, he had no local currency and bartered them for essential electrical repairs.

College of the Sea

For nearly 60 years the College has provided advice on all matters of concern to seafarers, but particularly on education and training.

A team of qualified and experienced teachers, familiar with the difficulties of studying at sea, provide tuition by correspondence which is geared to the operational needs of seafarers. Help is available at GCSE and A Level, in a range of non-examination programmes, and for those studying with the Open University.

The College's enduring success and high student achievement record is testimony to low subsidised fees, dedicated and friendly staff who know about life at sea, and, not least, to flexible arrangements which allow examinations to be taken either ashore or afloat.

A free booklet reviewing educational opportunities for seafarers is available.



Sea Training

The UK's only dedicated full-time power driven training vessels are operated by the Society.

Based in the Thames area in winter and the Solent in summer, the *Jonas Hanway* and *Earl of Romney*, modernised ex-RN vessels with professional crews, provide sea acquaintance, basic training, navigation, management development and Duke of Edinburgh Award courses.



The Marine Society's Head of Education, former RN Instructor Officer Brian Thomas (right) with Third Mate Nick Covill aboard RFA Olina

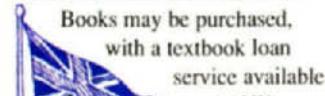


Seafarers Libraries

For over 75 years the Society's Exchange libraries have provided a wide range of books, fiction and non-fiction, to ships throughout the world.

Book requests and enquiries from individuals are welcomed.

Books may be purchased, with a textbook loan service available to UK resident seafarers.



Financial Support

Financial assistance is available to seafarers in need and to enhance their professional and educational development.

Sea Lines

Its object is to help develop an awareness and interest amongst young people in the sea, shipping and seafarers, and to highlight this island nation's dependence upon the sea for its security and economic well-being.

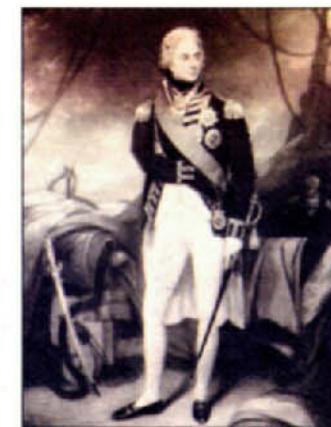
To achieve this, Sea Lines forges partnerships between schools and seafarers.

Serving RN/RFA personnel are encouraged to participate.



The Marine Society's London headquarters: an attractive Victorian building near Waterloo station.

ADVERTISERS ANNOUNCEMENT



Lord Nelson was a conscientious Governor of The Marine Society. By the time of the Battle of Trafalgar the Society had been recruiting and equipping men for the Royal Navy for half a century

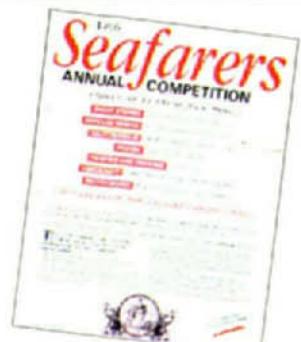
The Seafarer

The Seafarer is the Society's quarterly magazine.

Bursting with the news and views which matter as well as book reviews, articles and story contributions penned by seafarers past and present.



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a Sea Lines school visit to HMS Andromeda



illustration: Leslie Thomas

'Minnows' of University units in long-range trips to Russia and Spain



HMS Example leads HMS Explorer in Swedish waters for the University RN Units' visit to Hano.

ALL ON BOARD FOR DISTANCE LEARNING!

FAST training craft of the University Royal Naval Units have reached as far afield as Russia in a programme of visits which has taken them further from home than ever before.

Three of the vessels – HM ships Smiler, Example and Explorer – deployed to the Baltic to visit the Russian port of Kaliningrad before making for the Swedish island of Hano.

There students from the three craft – representing Glasgow, Northumbria and Yorkshire URNUs – marched through the village to the graves of ten British sailors killed during the Napoleonic Wars.

They held a memorial ceremony at which local children played their violins and the local pastor conducted a service.

Wreck memorial

A similar ceremony was held by HM ships Pursuer, Blazer and Dasher at Villa Garcia de Arosa in northern Spain. The students – from Sussex, Stow and Bristol URNUs – laid wreaths, with contingents from the Spanish navy, at the graves of British seamen killed in 1906-36, and at a memorial for the 173 men lost when the training vessel HMS Serpent was wrecked off northern Spain in 1890.

Earlier, Pursuer called on the French port of Lezardieux where she received a warm welcome – especially from the Mayor. His brother, Yvon Jezequel, escaped to Britain during World War II and was trained at Britannia Royal Naval College Dartmouth before being parachuted back into occupied France to radio shipping intelligence to the UK.

Captured in the course of his activities, he received a Mention in Despatches and was commended for bravery. Students from Pursuer paid tribute at the town monument commemorating his exploits.



... WITH SISTER IN TRAIN

SISTERS Emma and Wendy Gillanders were together on board HMS Smiler for the training vessel's visit to the Baltic. Emma, who was at the helm when Smiler entered Kaliningrad, graduated from Strathclyde University, and it was her last trip with the Navy after four years in the University RN Unit. Wendy, a sub-lieutenant in the RNR, is a training officer on board. She is a former student of Glasgow University and a former member of the URNU there.

Gloucester pays her dues



MEMBERS of HMS Gloucester's ship's company took part in the ancient rite of the Ceremony of the Dues during a visit to London by the Type 42 destroyers. The ship's Commanding Officer, Cdr Tom Cunningham, was escorted by two Yeoman Warders from the Tower of London during the ceremony, which dates from the days when visiting ships had to pay for the protection of the Tower's guns.

'People' award for RN trainers

A NATIONALLY recognised award – Investors In People – has been gained by the Royal Naval School of Educational Training and Technology (RNSETT).

The school, based at HMS Nelson, provides training, policy statements, advice and expertise to all RN organisations involved in training.

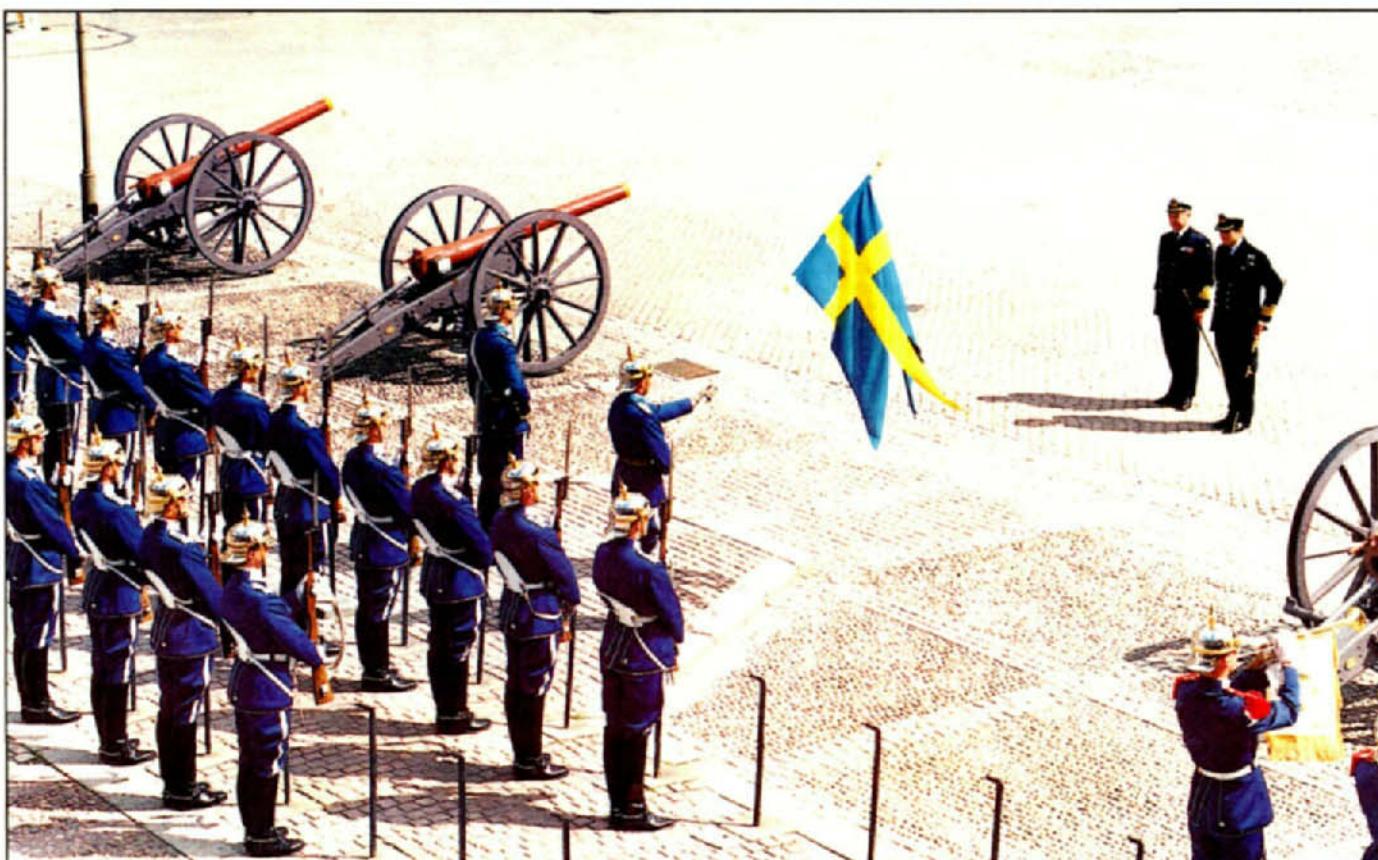
RNSETT received its award from the managing director of Hampshire Training and Enterprise Council at a ceremony hosted by the presenter of BBC South Today, Harry Gration.

'Higher goals'

The school's Commanding Officer, Cdr Tony Mizen, said working for the award had been of enormous benefit. "It has encouraged and motivated our staff to set and achieve higher personal goals."

Similar awards have also been made to the Tri-Service Resettlement Centre, Aldershot, and the Army School of Catering. So far 89 organisations in Hampshire have been accredited with the award.

Beaver – a star in Scandinavia



With their antique, spiked helmets gleaming in the sun, the Swedish Royal Guard stand to attention for inspection by the Commanding Officer of HMS Beaver, Capt David Lewis.

HMS BEAVER found herself the star attraction of a Finnish sea festival when she became the first Royal Navy ship to visit the port of Kotka in the Gulf of Finland for 20 years.

During the weekend of events, including nautical displays and free concerts, Beaver was toured by over 5,000 people, and the ship's company were overwhelmed by their welcome ashore.

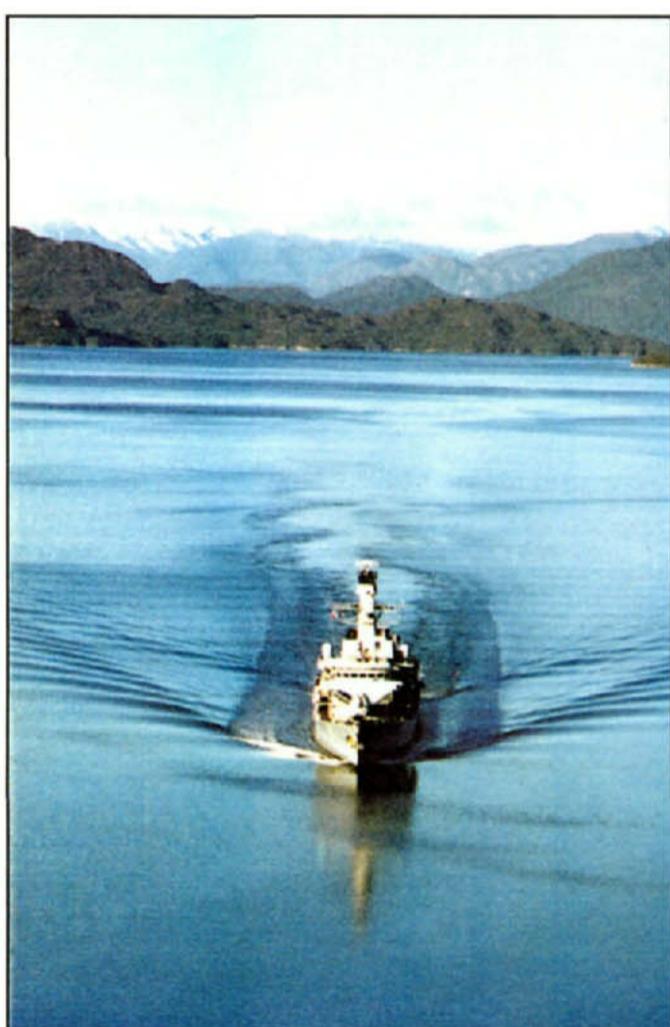
They were treated to sauna parties (single sex), fishing trips and white-water rafting on the Kyomi river. Meanwhile, the ship's first and second soccer teams won their matches against local sides.

Spectacular

From Kotka, Beaver made a four-hour transit through the Swedish archipelago for a visit to Stockholm. The spectacular passage culminated with Beaver's 21-gun salute to the King of Sweden as she entered the capital.

The Deputy Commander Fleet, Vice Admiral Sir Jonathan Tod, was a guest at a cocktail party on board as the ship lay at her berth in the city centre. Her position gave her ship's company a grandstand view of nightly fireworks displays held as part of the city's harbour festival.

Montrose opens up some new markets



HMS MONROSE sails home from the South Atlantic this month at the end of her first operational deployment.

The Type 23 frigate will call at Rio de Janeiro and Funchal before arriving in Devonport on November 1.

In the past six months she has made a wide range of contacts with a number of South American countries in support of defence industry sales.

After visiting Bermuda and Nassau she arrived off the historic Colombian port of Cartagena and embarked several high ranking Colombian naval officers, including the Chief of Naval Staff Almirante Robardo Serrano Abila, to show off the new Mk 8 Lynx – the first at sea on an operational deployment, piloted by Lt Cdr Gary Tighe.

Sales benefits

The transit by night of the Panama Canal was a disappointment for many who had hoped for a better view of the engineering marvel – but Montrose was quickly spirited into the Pacific Ocean for a series of Defence Industry Days at Guayaquil, Lima, and Valparaiso.

Sales benefits of these visits will probably not be seen for many years to come, but the strengthening of relationships with the navies of Ecuador, Peru and Chile was immediately apparent.

Media attention was appreciative – highlight being when the ship hosted a live broadcast unit for the Peruvian equivalent of 'Anne and Nick'.

Patrols

After a handover from HMS Northumberland, Montrose arrived in East Cove, Falkland Islands to begin her programme of patrols. She conducted an excellent stand off in Montevideo before returning for a South Georgia roundabout.

At Grytviken her Lynx took the opportunity to replace the newly restored cross on the top of the church. Shortly afterwards, Capt Laurence relieved Capt Kilgour in command of the ship and the Sixth Frigate Squadron.

● HMS Montrose in the Patagonian Canals. The Type 23 frigate returns from her first operational patrol next month.



Chathamooga choo-choo

IN A SCENE reminiscent of TV's 'Oh, Dr Beeching' Capt Chris Clayton and LSA Charlie Brooks (doubling for Cecil and Arnold?) of HMS Chatham pose on board the Severn Valley Railway's latest coach 'Chatham'.

Over 100 members of the Birmingham Royal Naval Association were given a great day out on the vintage railway when members of the Type 22 frigate travelled to Kidderminster to perform the naming ceremony.

HMS Chatham has just returned from an eight month patrol in the Gulf – and she deploys there again and to the Far East early next year.

BUPA SAILORS and FAMILIES *new 40-45% discount*

Are you aware that for many years BUPA has had a special BUPACare discount group available to the Senior Service and their families. As of July 1996 this Naval discount has been increased to 40% monthly or 45% annually off the standard civilian rate.

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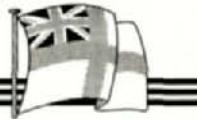
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People in the News



Helicopter team is up for the Pup



Lt Cdr Andy Aspden.

A DEPLOYMENT in the Adriatic helped A Flight of 810 Squadron win the Sopwith Pup Trophy for 1995.

The trophy, awarded to the flight with the best operational readiness for the year, reflected the work carried out by the Sea King Mk6 of A Flight during Operation Sharp Guard, Joint Maritime Course 953 and Principal Warfare Officer training tasking while embarked in HMS Cumberland.

The award was presented to A Flight Commander, Lieutenant Commander Andy Aspden, by Flag Officer Naval Aviation, Rear Admiral Terry Loughran, on HMS Cornwall, watched by members of the flight and the Commanding Officer of 810 Squadron, Lt Cdr Colin Hamp.

810 A Flight moved from Cumberland to Cornwall in March.



Mitchell brothers in arms - from left, Lt Cdr Robert RNR, Lt Arthur RN and Lt Cdr Henry RN.

Submariners meet Down Under

AUSTRALIA was the unlikely setting for an impromptu reunion of five former crew members with a total of 27 years of service in HM Submarine Superb.

Paul "Taff" Davies, former sonar maintainer between 1978 and 1983, is now WEO for the Australian Submarine Squadron in HMAS Stirling.

Dean Rogers, Coxswain from 1987 to 1989, is currently on exchange with the Royal Australian Navy and returns to the UK this year to join HMS Valiant. Colin Coke, former RS and CRS, served twice in

Superb between 1980 and 1982 and again between 1988 and 1990, and is now an RS in HMAS Onslow.

Tom Smoker was the OA from 1981 to 1988, and is now serving at Captain Weapons Trials, Portsmouth.

Dave Griffiths, a former reactor instrumentation Tiff between 1978 and 1987 is now a forward electrical CPO working in the Submarine Squadron Offices in HMAS Stirling.

The reunion took place at Rockingham, Western Australia, home of the Royal Australian Navy's submarine fleet.

Brothers in (Air) Arms

A VISIT by Lt Cdr Robert Mitchell RNR to his brother Lt Cdr Henry Mitchell RN at RNAS Yeovilton to demonstrate the Lynx helicopter prompted their brother Lt Arthur Mitchell RN to call in.

Rob, who left the Navy in 1991 after serving for 12 years, is currently recalled to service for a short-term contract and serving as Support A Flight Commander with 815 Squadron based at RNAS Portland.

Henry, who joined the Navy in 1981, is less familiar with rotary wing aviation than either brother, having spent his career to date flying Sea Harriers, including an exchange with the US Marine Corps flying AV-8Bs. He is currently serving as Staff Officer Fixed Wing to Flag Officer Naval Aviation at Yeovilton.

Arthur felt that two pilots in the family was enough and, as an Air Engineer, is also at Yeovilton on the staff of the Defence Helicopter Support Authority. He plans to leave

the Navy in 1997 after eight years.

With a combined total of 40 years in the Navy and Reserves the brothers have never served together on the same squadron, although Henry and Arthur once were embarked together at the same time for a month on HMS Invincible.

High degree

THE SURGEON General, Surgeon Vice Admiral Tony Revell, has added an Honorary Doctorate in Medicine, awarded by the University of Birmingham, to his list of qualifications.

Admiral Revell qualified at Birmingham in 1959. Among others to receive honorary degrees were the former Bishop of Durham, the Rt Rev David Jenkins, and the comedienne Victoria Wood.

Father's VIP view of parade

WREN Sarah Govan, aged 18, from HMS King Alfred, the RNR unit in Portsmouth, has successfully completed her two-week New Entry Training Course at HMS Raleigh, Torpoint, Cornwall - under the watchful eye of her father, Commander Richard Govan.

At her passing out parade, Sarah was inspected by Cdr Govan, who is on the staff of the Director, RNR, based at HM Naval Base, Portsmouth, and was delighted to have been invited to take the salute.

All reservists must undertake this course within their first year of joining the RNR, and it includes modules on Naval General Training, the Naval Swimming and Fitness Tests, Assault Course, Firefighting, Damage Control and First Aid, and a final examination at the end of the second week.

Sky-dive sailors cause stir

WHEN THE Joint Services Parachute Centre at Bad Lippspringe in Germany received an application from two Naples-based Naval ratings to join a two-week basic course, eyebrows were raised.

Not only had they not received an application from Naples before, but over the past eight years there had only been four RN personnel on the course out

of the 1,000-plus who pass through each year.

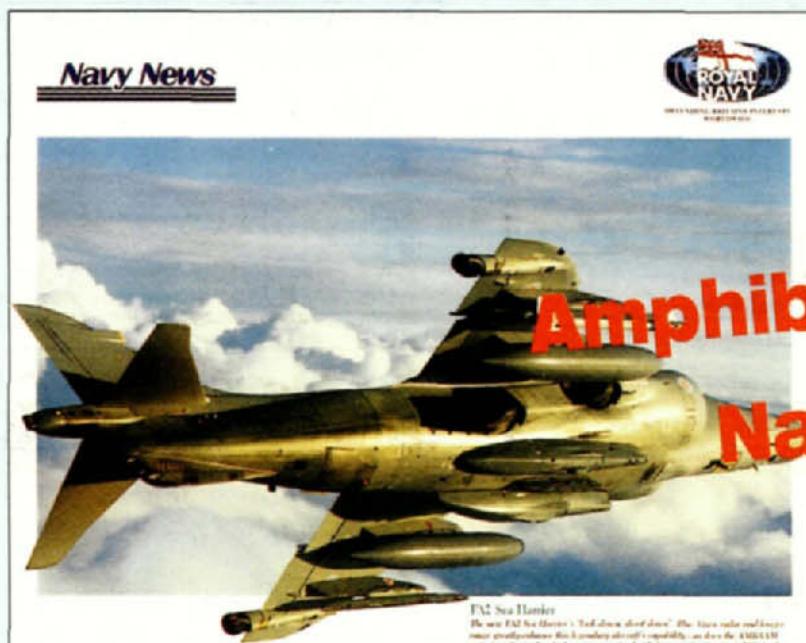
The intrepid duo - POPT Gary Aldridge and RO Paul Wood - achieved up to 35 jumps between them with some free-fall.

Anyone else interested in taking the course - or one of 15 a year conducted at Sennelager - should consult DCI JS 93/95, their PT office or BR 4024 Chapter 13.

The cost is £22, including instruction, accommodation and food.

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March 1997

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An F/A-18 Hornet takes off on strike mission. The aircraft was used in policing the United Nations Demilitarized Zone over the former Yugoslavia and last year while embarked in HMS Illustrious, it put to land with the






People in the News



RPO Dave Evans.

Fame at last for RN post man

AFTER almost 24 years in the Royal Navy, RPO Dave "Crash" Evans has finally achieved worldwide fame.

Dave, currently employed as Ship's Mail RPO at the Postal and Courier Depot Mill Hill, also known as BFPO London, appears on the front cover of the Royal Mail's latest "HM Forces Letter Rates" leaflet.

With an initial print run of almost 1.5 million and a distribution to all General Post Offices and BFPOs throughout the world as well as in the UK, it seems likely that he will visit places he would never have imagined going to - even if it is only in print! Consideration is also being given to printing additional leaflets in various foreign languages.

Of a dedicated Fleet Mail staff of only three RN personnel, Dave has been at Mill Hill for nearly a year, having spent the bulk of his service at Rosyth.

For a small fee, Dave has offered to provide signed copies of the leaflet to anyone who is interested...

Jumps seal para link

THE REVIVAL of a long-established association between HMS Dainty and 2nd Battalion the Parachute Regiment has led to HMS Dainty Association being granted Honorary Membership of the Parachute Regimental Association.

The ship association's founder, Peter Hillman (61), is preparing for a series of parachute jumps to qualify for his "wings" and the coveted Red Beret, despite two recent hip replacement operations.

To meet the high costs, Peter is seeking sponsorship and asks any ex-Daintys, other associations and individuals who can help with a pledge to contact him at 15, East Mead, Pagham, Bognor Regis, West Sussex, PO21 4QT, telephone 01243 265901.

Any residues will go to Association funds - "or the founder's wake..."

Naval base visit is centenarian's treat

A VISIT to Devonport Naval Base formed part of the 100th birthday celebrations of Plympton resident Mrs Elsie Pibworth.

Mrs Pibworth's late husband, William, served as a Chief Petty Officer Rigger in the Royal Navy from 1910 to 1945, predominantly in the Portsmouth area.

The couple spent most of their married life in Hampshire, where Mrs Pibworth's affection for the Senior Service grew.

Mrs Pibworth moved to Devon three years ago with her niece and family and now lives in a residential home in Plympton.

Favourite outing

Her favourite outing each week is to Devil's Point in the hope of seeing some naval ships.

Mrs Pibworth, her niece and her niece's husband, Mr and Mrs Ashby, were accompanied on a windscreen tour of the Naval Base by Commander Charles Crichton, HMS Drake Establishment Liaison Officer, and his assistant, Chief Wren Linda McKay.

Highlight of the visit was the presentation of a flower arrangement to Mrs Pibworth by the Naval Base Commander, Commodore Jonathan Burch.



Naval Base Commander Commodore Jonathan Burch presents Mrs Elsie Pibworth with flowers during her 100th birthday visit to Devonport Naval Base. Also pictured are her niece and her niece's husband, Mr and Mrs Ashby, the Establishment Liaison Officer Commander Charles Crichton, and his assistant Chief Wren Linda McKay.



Duke visits Duke

HMS IRON Duke, named after the first Duke of Wellington, was visited by the great soldier's descendant while the ship was undergoing a short docking period before beginning sea training.

While on board, the Duke and Duchess of Wellington presented six Long Service and Good Conduct medals, a Herbert Lott award to CPOMEA Bob Gooch for his work during the docking, and a Queen's Commendation for Valuable Service to Lt Cdr John Burnip, the ship's Marine Engineering Officer.

Pictured above is MEM(L) Sharky Ward receiving his LS and GC medal from the Duke of Wellington.

Brother's exploits recalled

DR PATRICK Esmonde, the younger brother of Lieutenant Commander Eugene Esmonde RN VC DSO, has paid a brief visit to the Fleet Air Arm Museum at RNAS Yeovilton.

"Paddy" Esmonde, who is 82 and lives in Bath, was accompanied on the tour by Museum Director Graham Mottram, who explained in detail the display that commemorates Lt Cdr Esmonde's exploits.

On February 12, 1942, Lt Cdr Esmonde led six Fairey Swordfish of 825 Squadron in an attack on the German warships Scharnhorst, Gneisenau and Prinz Eugen and 30 other surface craft,



steaming through the Straits of Dover.

In the action all the aircraft were lost.

Esmonde was posthumously awarded the Victoria Cross for his bravery.

Birthday memories of Falklands conflict



LTCR Julian Conway's 20th birthday will always be fresh in his memory - he was on board the assault ship HMS Intrepid in San Carlos Water during the Falklands conflict in 1982.

Julian, a Staff Officer in the British Forces Theatre Operations Centre and Deputy Queen's Harbourmaster, is on his fourth operational tour of the Falklands.

He well remembers May 21, 1982 - he was second officer of the watch (midshipman under training) on board Intrepid during

landing day and the unloading of soldiers, Royal Marines, ammunition and Sea King helicopters.

Although attacked several times by Argentine aircraft during the conflict Intrepid was one of the few ships not to be hit.

After the conflict she remained in the Falklands transporting prisoners of war from Fox Bay to San Carlos.

Julian (34), who comes from Bournemouth, said: "This tour is the first time I have attended a memorial service, even laying a wreath for lost comrades. This place holds something, something special."

Lt Cdr Julian Conway on the Falkland Islands.

Duo are best in year



Lt Haigh. LT ALASTAIR Haigh has won the Kensley Trophy for 1995 at 820 Naval Air Squadron, RNAS Culdrose, while Lt Paul Morrison won the Nunburnholme Trophy.

The Kensley Trophy was originally presented by the FAA Officers Association. It is now held at RNAS Culdrose and presented annually to the best student pilot completing Anti-Submarine Warfare Operational Flying Training, while the Nunburnholme Trophy was originally presented by Lord Nunburnholme in the first world war, and is given to the best observer completing ASW OFT.

Both trophies were presented by Captain Jonathon Band, Captain of HMS Illustrious.

Election job for ex-RNAS man

A MEMBER of the now-disbanded Royal Naval Auxiliary Service acted as an electoral supervisor in the Bosnian elections which took place last month.

John Welch, who was with the London Unit of the RNAS, is the Administration Secretary at the Croydon office of the GMB trade union, and is an electoral specialist, having been agent to 20 candidates at local and parliamentary polls in the UK, and officiated at elections in South Africa in 1994 and at this year's Palestinian elections.

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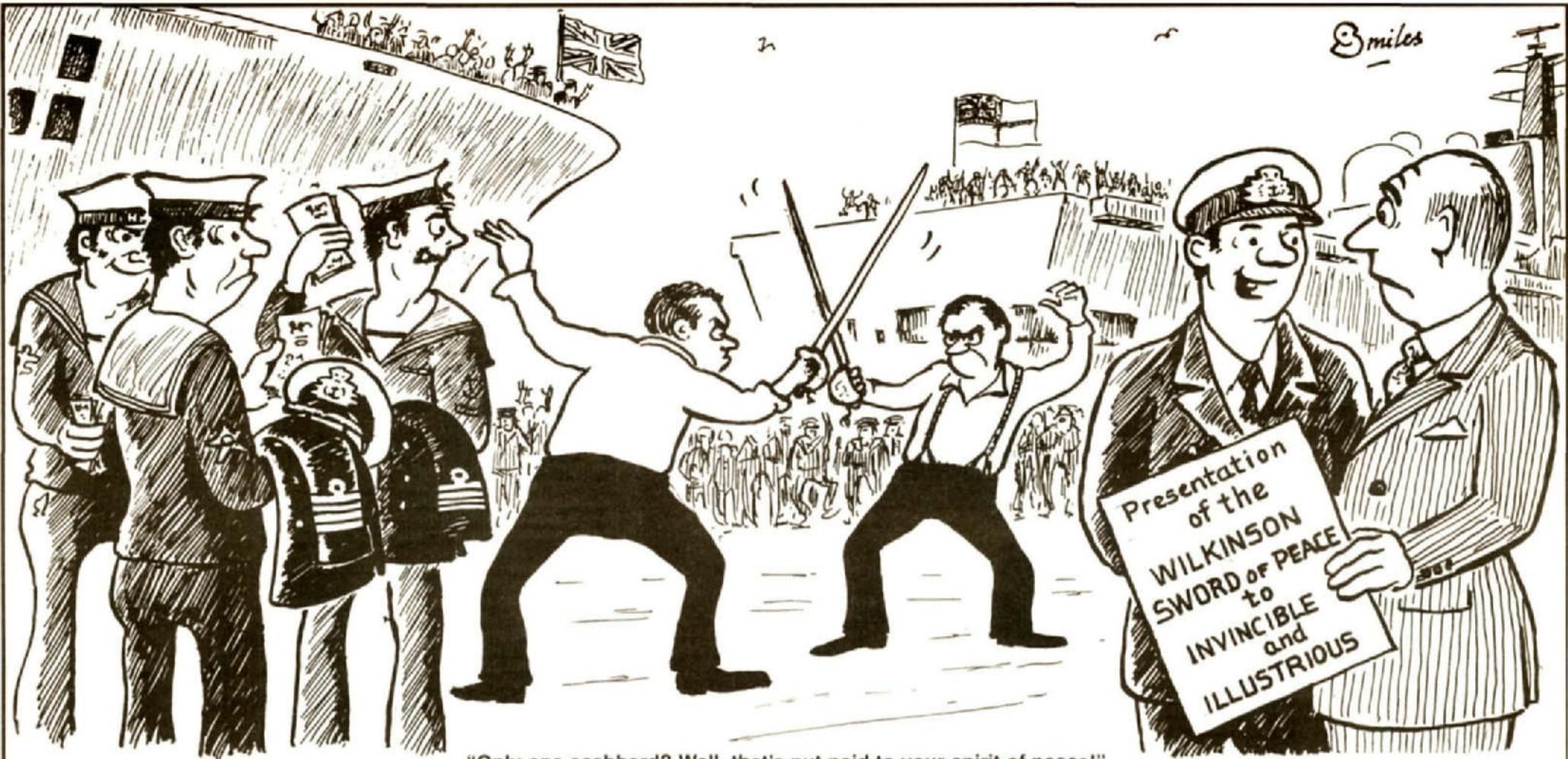
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NEWSVIEW

Cook's high endeavours

THE VOYAGE from Australia to Britain by the replica HM Bark Endeavour that begins this month is a fitting memorial to a Royal Navy man who left a legacy even more lasting, maybe, than Nelson's.

Capt James Cook became in his own lifetime the most famous navigator in the world – a status he enjoys to this day. He discovered and charted coastlines in both the polar regions and from the east coast of Australia to the west coast of North America – and hundreds of islands in between.

His chart of New Zealand, made in a single 2,400 mile circumnavigation, is astonishingly accurate, its reliability attested by generations of mariners who later followed it.

From what has been described as "the first organised and thoroughly equipped voyage of biological exploration", he returned with documentation of thousands of new species of plants and animals compiled by the scientists, officers and artists who travelled under his protection, along with much valuable astronomical and horological work.

And he returned with not a single man lost from scurvy thanks to the rigid dietary regime he imposed – this at a time when ships on long voyages often lost half their crews to a disease whose cause would not be properly understood for another 150 years (although oranges and lemons had been shown to provide an effective cure).

His was a clean ship, too – she embarked 2,273 litres of vinegar with which to scrub her decks and Cook's passion for hygiene kept his men busy and less prone to argument on the long days and weeks out of sight of land.

Civilised attitude

But, as his biographer Richard Hough has also noted, "Cook exhibited an entirely new and refreshingly civilised attitude towards the natives of the lands he exposed to public view for the first time."

"To the Polynesians and Melanesians, the Aborigines of New Holland and Van Diemen's Land, the Indians of Vancouver and the Eskimos of Alaska, he presented the most tolerant aspect of Western man."

"He might, and did, claim their land for King George III, but those were his instructions, and in the context of his time his behaviour and attitudes were remarkable for their gentleness and understanding."

That he was to meet a violent death at the hands of a party of previously friendly natives in Hawaii was a supreme irony.

Such was the international reputation of his work for the common good of humanity that when America and France were at war with Britain they granted his ships immunity from interference.

On 17 January 1773 he crossed the Antarctic Circle for the first time – and in Antarctica today the international spirit of co-operation he did much to foster lives on in the last lands of the world that know no frontiers.

One of the Royal Navy's most engaging heroes never fought a single major engagement – and unlike Nelson left hardly a word about himself in all his copious writings to suggest the character that lay behind the legend.

In this, perhaps, he is typical of his particular calling – for his successors today, a name on a chart is reward enough for a service upon which seafarers the world over rely.

SERVICE CHARITIES FEEL THE STRESS OF AGE

New centre to treat combat trauma cases

Young blood needed for a special duty

COMBAT STRESS (the Ex-Services Mental Welfare Society) is appealing for funds to help it complete a £1m centre for the treatment of ex-servicemen suffering mental injury as a result of active duty.

Today the Society has responsibility for over 4,000 World War II casualties – and those of many of the campaigns since 1945. First set up in 1919, it remains the only ex-services charity dedicated to those traumatised by war.

Almost half its clients come from the densely populated town conurbations of the Central Midlands – where the new centre, which becomes fully operational next month, has been built in Newport, Shropshire.

"The majority have families and live in the community," says the society's spokesman Clive Booth.

"Few have peace of mind. Three or four weeks of treatment and respite with us, once or twice a year, are of untold medical and social benefit."

The society's two existing short stay residential treatment centres in Surrey and Ayrshire have been found to be inadequate to meet "a substantially increased demand which will be sustained for at least the next 20 to 25 years."

The site of the new one, Audley Court, was bought from Shropshire County Council and will provide 27 single bedrooms, 23 of them in a new ground floor extension. The Society is paying for half the total cost of the development and grants of £250,000 have already been received – leaving another £250,000 to be raised.

It is hoped that once routines have been established some clients can be accompanied by their

wives/carers." Combat Stress's assistant director(welfare) Larry Brown told *Navy News*.

"Our client base is moving into the sixties plus age bracket and many patients, although funded, are reluctant to travel alone.

"Although each patient will receive specialist treatment and counseling from consultant psychiatrists and nursing staff, an equally

important part of treatment will be day-to-day activities which will help them adjust to their local communities on their return from the centre."

● Donations of £10,000 or more will allow the donors to have their names associated with specific rooms at Audley Court. Contact Major Coill Crawford on Tel/Fax 01952 820789 for details.

Heavy demand by Star holders

THE BURMA Star Association is facing heavy demands on its Benevolent Fund from Star holders and their widows.

"In the last nine months the cost of this service has amounted to £92,000 and is expected to rise as members get older," the fund's spokesman Charles Peall told *Navy News*.

"Overall there continues to be an increase in cases referred to us by SSAFA – and about 35 per cent of the cases referred are from our widows."

Ground rules of the association were laid down by Earl Mountbatten and Lord Slim – to promote and sustain the comradeship of all who fought in the Far East and to provide a welfare service to help members and their families in time of need.

Today it has 200 branches world-

wide and last year helped 825 people from all over the UK and overseas.

Grants solve such problems as meeting removal expenses or the cost of household goods for those moving into sheltered accommodation.

"They also help provide electric wheelchairs – specialist equipment can be very expensive and the initial outlay is too great for the majority of veterans who are on the whole living on their state pensions."

● Donations should be sent to Lt Col J. Cormack at the Burma Star Relief Fund, 4 Lower Belgrave Street, London SW1W 0LA.

ALL THE officers currently managing the RN & RM Branch and Special Duties Officers' Benevolent Fund are in their seventies – and they are appealing for some young blood to help them out.

Secretary Len Truscott told *Navy News* the recruitment of new and younger retired SD officers living in the Portsmouth and Plymouth areas to take over administrative posts was vital.

"All we are asking is a few hours of the leisure time of those with a desire to help alleviate what, for the less fortunate, is a constant struggle to make ends meet."

The fund was founded in 1925 to assist Branch Officers and SD officers not above the rank of lieutenant, active and retired, and their dependants, in the event of illness or other distress.

It is not fund raising in its own right and largely relies on assistance from King George's Fund for Sailors and the First of June Officers Appeal.

Branch Councils at Portsmouth and Devonport meet monthly in HMS Victory and HMS Drake to consider applications and are empowered to make immediate awards.

Last year the Fund paid out £35,506 in grants. Over 70 per cent of those assisted were aged between 70 and 93, most of them widows of former Warrant and Commissioned officers granted temporary commissions in World War II.

For further details contact Len Truscott at 12 The Causeway, Downend, Fareham, Hants PO16 8RN.

Tribute to the sacrifices made for submarine deterrence

HMS Repulse in the Clyde and (right) the 5ft square stone tablet commemorating 29 years of Polaris operations. The monument was donated by ex-submariner Tommy Topham, now a successful quarry owner.



Top-league send-off for Polaris

SACRIFICES made by the families of Polaris submariners have been highlighted in a message of thanks from the First Sea Lord, Admiral Sir Jock Slater. It was sent as Prime Minister John Major took part in a ceremony at the Clyde Naval Base which officially brought to an end the Polaris era which had lasted almost 30 years.

Mr Major, accompanied by Defence Secretary Michael Portillo, attended the decommissioning of HMS Repulse, last of the four Polaris boats, at the Faslane base on August 28.

Also present was Admiral Slater who, in

his signal described it as an historic day. "I send my heartfelt thanks to every one of you who has served at sea in these submarines or worked ashore in support," he said.

"I also pay tribute to the part played by your families and the unsung sacrifices they have made over the years."

He said the baton had now been passed to Trident. HM submarines Vanguard and Victorious were operational, with Vigilant to follow and Vengeance being completed.

The ceremony centred on the unveiling of a monument to those who had been involved in Polaris operations. The stone tablet, donated by ex-submariner Tommy Topham, was unveiled by a combined RN and US Navy ceremonial party. A similar stainless steel plaque was unveiled simultaneously by Mr Major. Eventually that will

be displayed at the RN Submarine Museum at Gosport.

The Prime Minister also paid tribute to the men who had maintained the constant, deterrent patrols - 229 of them since Resolution left on the first deployment in 1968.

He said that a credible deterrent would be continued as long as Britain's security depended on it, and it would be "folly" to do otherwise. "Even though circumstances have changed, the world remains an uncertain and dangerous place," he said.

Among the other guests at the ceremony were Lady Zuckerman, who in 1967 launched Repulse with a bottle of her home-made elderberry wine; and Lady Fieldhouse, widow of Admiral of the Fleet Lord Fieldhouse, a former Flag Officer Submarines.

First CO

There, too, were other former FOSMs, former Captains of the Tenth Submarine Squadron, and former Polaris boat Commanding Officers, including the first - Rear Admiral Tony Whetstone.

Many former crew members were there, including the first LRO(W) of HMS Resolution, F. Foulger, who retired from the Service as a Chief. He celebrated his 21st birthday when the first Polaris missile was fired from a Royal Navy submarine on February 15, 1968.

Mr Major and Mr Portillo met many of the serving and ex-serving guests, among them a contingent of old comrades from the World War II battlecruiser Repulse, sunk by the Japanese.

HM submarine Repulse, under her last CO, Cdr David Phillips, returned from the final Polaris patrol in May. Her nuclear fuel will be removed and she will be stored at Rosyth with her sister-ships.



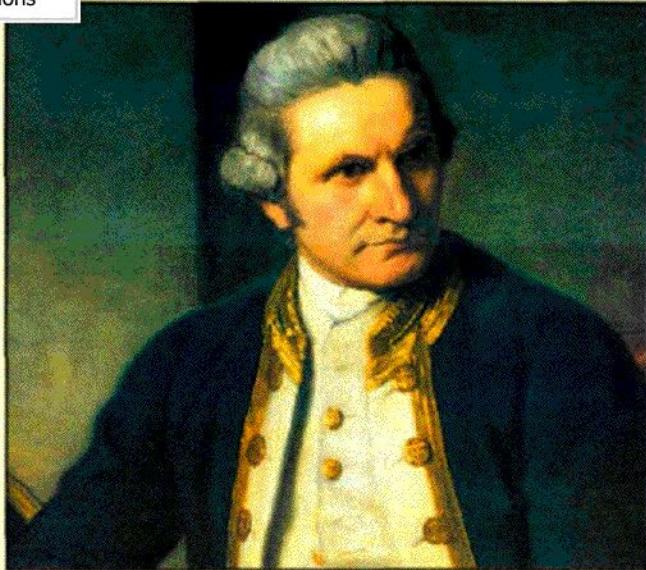
Prime Ministerial inspection ...

Picture: LA(PHOT) Nathan Dua



LRO Christopher Stevenson hauls down Repulse's Union Flag for the last time.

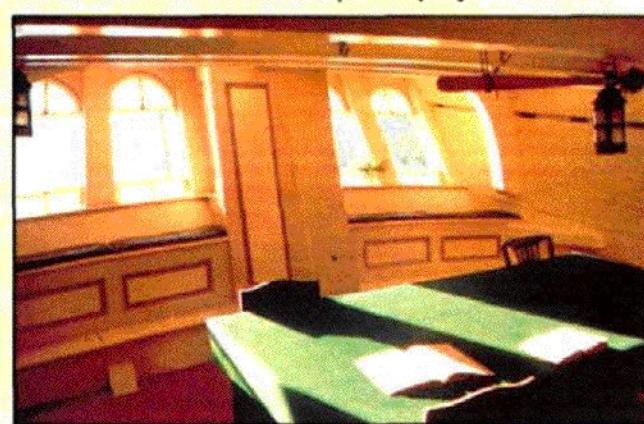
Picture: CPO(PHOT) Al Campbell



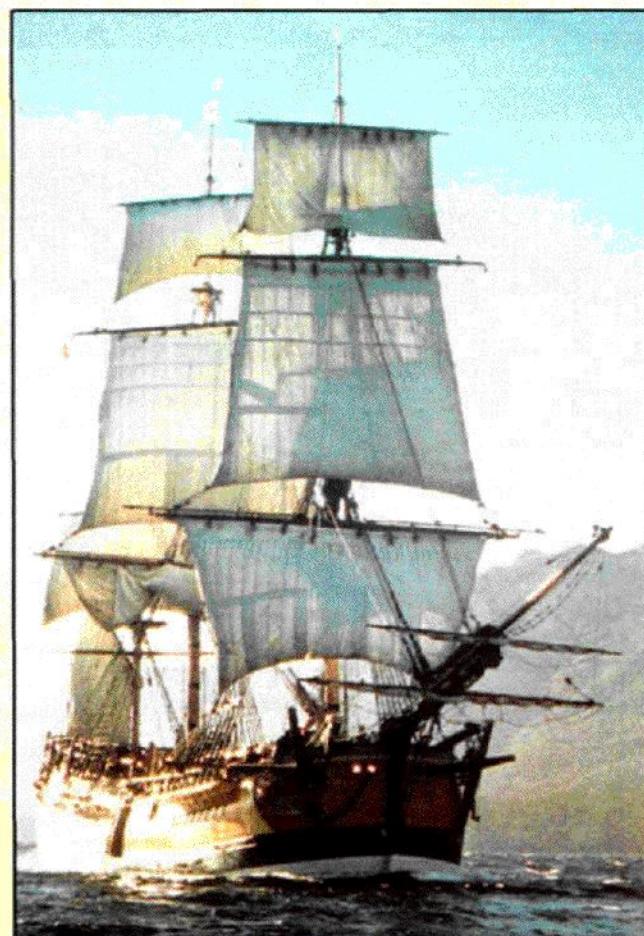
• Nathaniel Dance's fine portrait of Capt James Cook was painted just before he embarked on his third and final voyage.



• A Maori and one of the original Endeavour's crew exchange gifts – a crayfish for a handkerchief – as recorded by an unidentified member of the ship's company.



• The Great Cabin in the replica of Cook's Endeavour.



• HM Bark Endeavour sails again – the replica at Doubtful Sound, New Zealand.

COOK'S TO

Endeavour replica sails

A FULL-SIZE working replica of Captain Cook's most famous ship of discovery, the bark Endeavour, sails from Australia this month – bound for Britain.

She is due to arrive in the UK in March next year, when she will spend ten days at Greenwich before starting a seven month, 15 port tour of the country taking in the home of the original Endeavour, Whitby, Yorkshire.

Built in Australia in 1993 to the original plans held by the National Maritime Museum, Endeavour is said to be the world's most authentic replica ship. When she toured Australia and New Zealand last year, whole communities turned out to welcome her.

Cook's first great voyage to the Pacific – he sailed from Plymouth on 26 August 1768 and returned three years later without having lost a single man to scurvy, in itself probably a unique accomplishment – was a major step for Britain and the world in advancing knowledge of geography, navigation, natural science and astronomy.

It saw the first accurate determination of longitude at sea and produced charts that can still be used today. One from his second voyage in HMS Resolution, of Pickersgill Harbour, a corner of Dusky Bay in South Island, NZ, named for Cook's friend Lt Richard Pickersgill, was not revised until 1985! In all, Cook spent over eight and a half years charting and naming previously unknown islands and harbours, many of which still retain the names he gave them.

Had he survived to three score and ten – he was 50 when he was bludgeoned to death on the shores of Hawaii – he would almost certainly have been the Royal Navy's first Hydrographer.

A century later one of the most eminent of them, Rear Admiral Sir William Wharton, noted of the charts he made of the coasts of Newfoundland in 1767: "Their accuracy is truly astonishing."

Spectacular arrival

The Endeavour's arrival in London on 25 March 1997 promises to be a spectacular event. – she will sail under Tower Bridge and down the Thames to Greenwich in full sail and firing her cannon in salute.

The National Maritime Museum holds the world's biggest collection of Cook artefacts, including his sextant and K1, the first seagoing chronometer (used on his second and third voyages).

When open to the public the ship will be dressed with some of these as if Cook and his crew had just gone ashore. Visitors will be able to contrast the cramped conditions which 90 men endured for three years with the relative luxury enjoyed by the botanist Sir Joseph Banks – who took most of the credit for Cook's discoveries.

Richard Ormond, the museum's director, told *Navy News*: "We have already learnt a great deal about life at sea in the 18th century through Endeavour and will continue to do so."

The original Endeavour was a three masted collier bark or coal carrier built in 1765 as the Earl of Pembroke by Messrs Fishburn at Whitby – a company Cook knew and admired. He had been a ship's boy in a collier, spending nine years in the merchant trade before joining the Royal Navy.

Three years later she was bought by the Navy Board and renamed. The Admiralty had chosen well for the task she was to perform – she was built for endurance, as befitting her trade, in the stormy North Sea and so was well equipped to face up to the rigours of Cape Horn. She was even to survive grounding on the Great Barrier Reef.

Colliers were the 18th century equivalent of modern bulk carriers, solidly built, flat bottomed with ample storeroom in the hull, slow but sturdy, sea-kindly and safe: "A better ship for such a service I never would wish for," Cook wrote as he took command.

After her return from his first great voyage, Endeavour made two more – both to the Falklands, on the second in 1774 bringing home the small garrison stationed there. Her Naval service over, she was sold for £645 and reverted to her original role as a collier. Her later history is curious. She apparently made her last voyage under French colours, was pursued by an English warship but managed to deliver a cargo of oil to Newport, Rhode Island – where she later ran aground. It was felt she was not worth repairing and she slowly fell to pieces in the harbour around the turn of the century.

Main differences between the original vessel and the replica are in the timber and metal fittings used, and in the use of man-made materials for masts, running rigging and sails.

Improved ventilation

Instead of the traditional elm, oak or spruce, the replica is built mainly from jarrah, a native Australian hardwood which will ensure the ship a long life. Old growth Oregon (Douglas Fir) specially imported from North America has been used for the masts spars, topsides and decks.

To prevent wood rot and for crew comfort, the replica is better ventilated than the original ship and both modern and traditional preservatives have been used on the timbers. The larger masts and yards are manufactured from laminated Oregon. Iron fastenings are galvanised. The standard rigging is manila and was made on a 140-year-old rope walk to the exact specifications of the standing rigging. Sails are made of Duradon, a synthetic canvas which looks and handles like the original flax.

Members of the crew sleep in hammocks on the lower deck, sleeping flat, just as the 18th century crew did. However, they are less crowded than their predecessors – Cook sailed with over 90 people on board; the replica has a working crew of 56.

To coincide with her arrival at Greenwich, the museum is staging a Captain Cook exhibition in the Queen's House. A statue of Cook will be unveiled in the museum grounds by "a very special guest".

• The UK voyage of Endeavour is a partnership between the museum and the HM Bark Endeavour Foundation.

There are a limited number of berths available both on the major voyage from Australia and on each leg of the journey around Britain. Crew must be experienced sailors, strong and fit and not afraid of heights.

For details of prices – there are different rates for passengers – contact HM Bark Endeavour Foundation, PO Box 1099, Fremantle, WA 6160. Tel 61 9 336 1399 Fax 61 9 336 1540 until January 1997. Thereafter the National Maritime Museum, Greenwich, London SE10 9NF Tel 0181 858 4422. Fax 0181 312 6632.



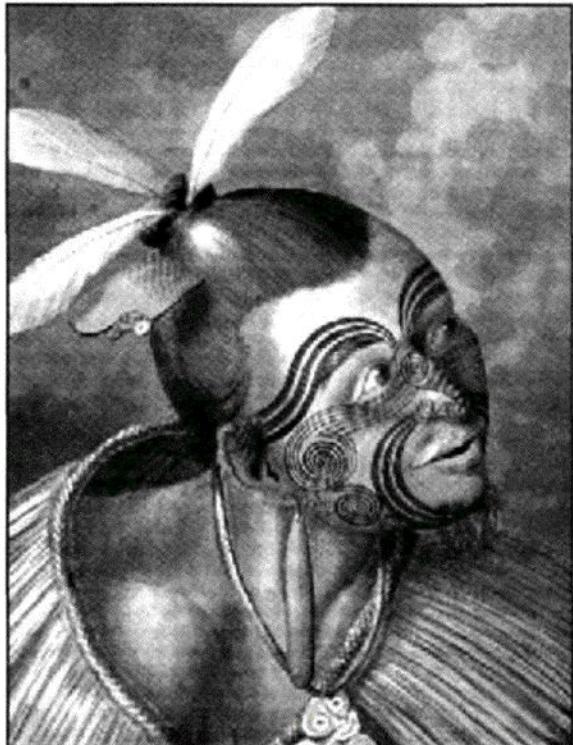
OURS

for the UK

BRITISH VOYAGE 1997 DATES

Dates for the legs of the British voyage of the replica HM Bark Endeavour (the programme may change for operational reasons):

Greenwich - Great Yarmouth 14 Apr-18 Apr; Great Yarmouth - Boston, 29 Apr-1 May; Boston-Whitby, 6 May-9 May; Whitby - Leith, 19-23 May; Leith - Inverness, 2-6 Jun; Inverness - Greenock, 16-27 June; Greenock-Liverpool, 7-10 Jul; Liverpool - Fishguard 21-25 Jul; Fishguard - Falmouth, 4-8 Aug; Falmouth - Plymouth, 18-22 Aug; Plymouth - Weymouth, 1-5 Sep; Weymouth - Brighton, 10-12 Sep; Brighton - St Helier, 22-26 Sep; St Helier - St Malo, 6 Oct (day sail); St Malo - Plymouth, 13-17 Oct. After which the Endeavour sails for the USA. Prices for crew on the UK legs range from £20-£825, passengers paying £100-£4,400.



Main picture: the replica of Captain Cook's Endeavour in Pickersgill Harbour, New Zealand. Cook's chart of this corner of Dusky Bay, South Island was not revised until 1985 – and hardly needed to be. Inset: the tattooed face of a Maori drawn by one of Cook's artists, Sydney Parkinson, who died of dysentery on board the original ship as she began the voyage home from Batavia.



Nelson in his own write

THROUGH Nelson's letters we come as close as is possible to the autobiography Nelson never wrote – and it is perhaps surprising, given his overweening vanity and talent for self-publicity, that he never did produce one.

In *Nelson: The Life and Letters of a Hero* (Collins & Brown, £14.99) Roger Morriss shows how these reveal him to be an emotional and even fragile personality at times – as when he writes to St Vincent, despairing at the loss of his right arm: "I am become a burthen to my friends and useless to my country ... When I leave your command, I become dead to the world; I go hence, and am no more seen ... I hope you will be able to give me a frigate to convey the remains of my carcase to England."

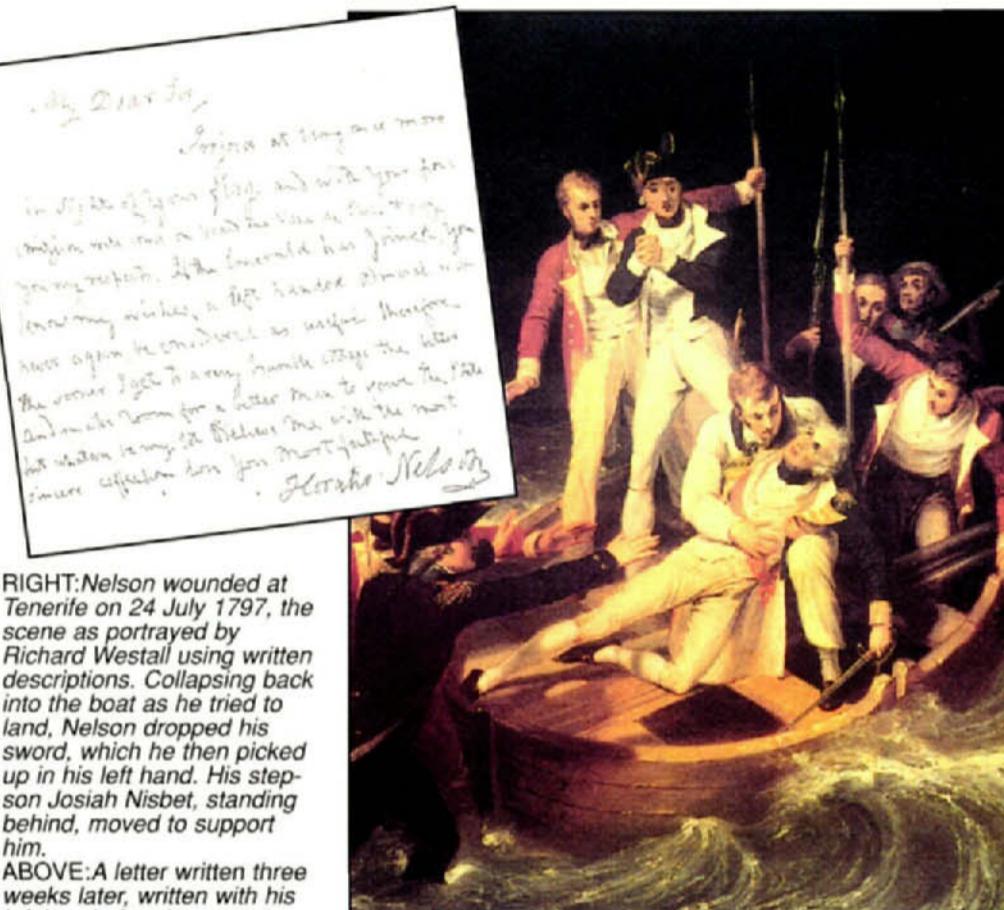
Later, during a long and painful convalescence, he praised to Lady Spencer his wife Fanny's "angelic tenderness" and attention to his physical needs.

Lady Spencer noted that, at dinner, Nelson appeared devoted to her "saying that he was so little with her that he would not voluntarily lose an instant of her society."

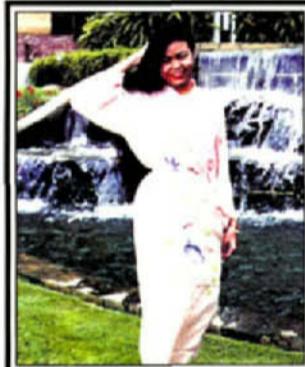
A year later he was back in the Mediterranean – the 'Victor of the Nile' and under the spell of Emma.

"I hope one day to have the pleasure of introducing you to Lady Hamilton," he writes to Fanny. "She is one of the very best women in this world. How few could have made the turn she has. She is an honour to her sex and a proof that even reputation may be regained, but I own it requires a great soul ..."

A few months later the most notorious affair in history had begun – and Nelson was writing to his wife to put her off coming out to visit him.



RIGHT: Nelson wounded at Tenerife on 24 July 1797, the scene as portrayed by Richard Westall using written descriptions. Collapsing back into the boat as he tried to land, Nelson dropped his sword, which he then picked up in his left hand. His stepson Josiah Nisbet, standing behind, moved to support him.
ABOVE: A letter written three weeks later, written with his left hand after the amputation of his right arm – expressing to St Vincent his fear that "a left-handed admiral will never again be considered as useful."



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– and on his own (almost) among the great men of London

SO MANY of our readers write in with queries or discoveries concerning memorials that David Saunders' survey of more than 1,400 of them is bound to be warmly welcomed.

Britain's Maritime Memorials and Mementoes

(Patrick Stephens £17.99) has entries commemorating shipping disasters, lifeboat losses and the dead of two world wars – as well as others celebrating the builders of great vessels, lighthouse engineers, explorers and merchants.

They are indexed by location (with an Ordnance Survey grid reference) important persons and ships. All types of memorial are included, from inner city statues to cairns on lonely headlands, plaques, pub signs and street names.

The author, who has researched this book for 15 years, has contributed to both the National Maritime Museum register and the Imperial War Museum's inventory of war memorials – and unearthed some fascinating insights into Britain's maritime history.

Here are tales of heroism, battles, discovery, fire, piracy, murder, mayhem – and even cannibalism.

He was originally inspired, he says, by the little row of memorials

on Southsea seafront opposite the great RN war memorial and notes that Portsmouth, in particular, has so many that he cannot do justice to them all.

Yet London, curiously, is sadly short of monuments to great captains. He quotes Jackie Fisher, who once observed sourly: "I see another General is to be deported into Trafalgar Square! (Lord Napier, from opposite the Athenaeum, to make way for King Edward's statue.) Why don't they pull down the Duke of York's, who sold commissions to haberdashers via Mrs Clarke ...

No victories

"When Nelson looks around London, he sees only one naval officer, Sir John Franklin, and he died from ice, not war!"

"Where are Hawke of Quiberon, Rodney, Cornwallis, Howe, Benbow and all of Nelson's Captains?"

"Was this country made by sailors or soldiers? If monuments are any guide then the sea had no victories for us."

Minor memoirs produce tales worth telling

MINOR MEMOIRS is a pejorative-sounding title for a round-up of autobiographical essays that have lately flooded into *Navy News* – none of the authors is a household name, that's all.

Even so, some of them make interesting reading.. Alan Brundrett's diary of *Two Years in Ceylon* (Book Guild, £15.95) is a worthwhile addition to the literature of World War II – he was a writer, not a fighter, a humble member of the Navy Secretariat there and just 18 when he arrived.

He records all the minutiae of desk-bound service life with its attendant hazards – from scorpions lurking in your shoes overnight to the conduct of business with the natives: "... a seaman was stabbed to death last night outside Barracks during an argument with a rickshaw coolie over the fare; it pays not to haggle – at least not too forcibly."

Gold ship

A Signalman in HMS Edinburgh is Jack Thwaite's account of the loss of the 'gold ship' – of particular interest in the light of the recent salvage operation. This is available from the author at 44 Foliat Drive, Wantage, Oxon OX12 7AL at £4.50 inc pp, all profits going to naval charities.

Lewis Wigley was at the centre of events on board HMS Jervis as she took part in some of the grimmest actions of the naval war in the Mediterranean. The survival of the Jervis is the more remarkable for the fact that she shared with the cruiser HMS Orion the distinction of the award of the highest number of Battle Honours. Wigley tells his side of her story in *No Time to Break Down* (Newton Books, PO Box 236 Swindon (£10 inc pp).

An equally obscure diary is that kept by Surg Lt (D) Jack Stuart White, a dental officer in *HMS Norfolk and Other Ships 1940-46* (Fractal Press £10). He was kept hard at work – his summary of a year's practice in Norfolk in 1942 included 1,137 fillings, 450 extractions and 200 scalings, plus 152 appointments for gum treatment for those contracting Vincent's Disease during runs ashore.

Telegraphist

He points out the several advantages of his position – he was responsible only to the Captain except at action stations and tended to be accepted by the crew more readily than were the rest of his officers.

Q41 and Beyond is another rarity – the story of a post war Wren telegraphist. Shirley Lawson's book can be obtained from her at 27 Broadlands Avenue, Boyatt Wood, Eastleigh, Hants at £5.70 inc pp. It takes an affectionate look at training at the Royal Naval Signal School in "Vic Road", St Budeaux.

In Boy Seaman RN, the True Story Tom Robson combines details of his own training with a history of nearly 200 years of training for boys in the Royal Navy (available from the author at £10.95 from 1 Skeldale Grove, Brinkburn Road, Darlington, Co Durham DL3 0GW).

Finally, in **HMS Aristocrat – A Paddler at War** (Waverley Excursions Ltd £6 inc pp, all profits towards the upkeep of the paddle steamer Waverley), Alan Brown and Richard Polglaze tell the story of the former Clyde paddler Talisman that saw action at Arromanches.

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At Your Leisure

Suez: from the brink of war to 40 years of peace

HMS EAGLE is seen here off Malta 40 years ago this month, working up for Operation Musketeer. She is about to launch a range of Sea Venoms. Sea Hawks and Wyverns – which would later strike at Egyptian targets in support of the Anglo-French landings.

Completed to the original 1942 straight deck design, the Eagle was effectively an improved Implacable.

During her 1954-55 refit she was fitted with an interim 5.5 degree angled deck. Between 1959 and 1964 she was completely rebuilt with a full 8 degree angled deck, steam catapults and more powerful arrester gear.

Reconstruction, based on that given to HMS Victorious, altered her to a considerable extent and left her one of the world's most capable carriers.

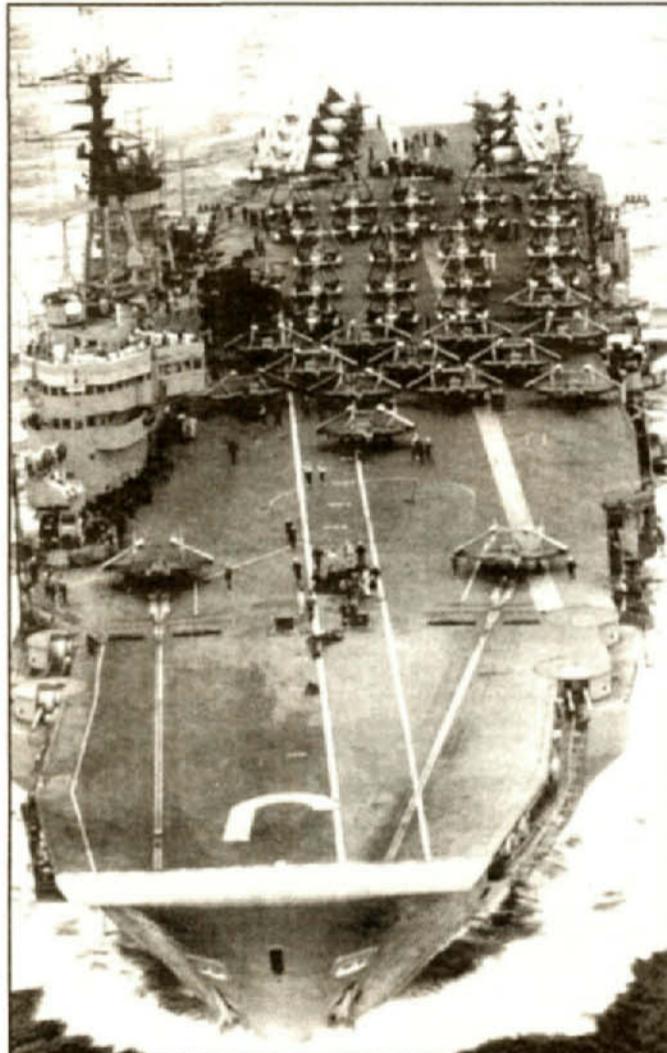
She had a modern air group and the powerful Type 984 three-dimensional radar and was the first ship in the Royal Navy to take a computer-aided action information system to sea.

The photograph is taken from Aircraft Carriers of the Royal and Commonwealth Navies (Greenhill Books £35) by Cdr David Hobbs.

This illustrated encyclopaedia gives comprehensive technical details and service histories of 123 ships whose primary role has been to operate aircraft at sea.

It therefore includes seaplane carriers, helicopter support and training ships and merchant aircraft carriers.

As the author notes, the name "aircraft carrier" is the most liberal applied to any type of warship. It applies to a modified tanker capable of operating three Swordfish as well as to HMS Eagle – which in 1952 was capable of carrying 100 aircraft.



Movie missions designed to strain credibility

THE PROBLEM with terrific openings in movies is that the follow-up can sometimes feel like a let-down. **Mission Impossible**, the new Tom Cruise vehicle, is a good example.

It begins with the gathering of a team of espionage experts; the mission is stated, the plans are laid. But on the night it all goes wrong. The members of the unit are killed off one by one; a sole survivor makes his escape. A traitor, one of the apparent dead, must have been responsible . . .

So much for the first 20 minutes. The following 100 or so make for a perfectly efficient thriller, but the film never really regains the momentum with which it began.

The breathless climax, involving an out-of-control Channel Tunnel express (the picture was shot over here), is a quintessential mid-

nineties spectacular, so full of computer-engineered imagery that the saying about audiences not being able to believe their own eyes becomes literally true.

Was there a train, a tunnel, were human beings performing any of the actions we seem to be watching?

Screen Scene

Yes, no and sort of, respectively. Clearly, though, the demarcation between cartoons and live action movies is by now as full of holes as the bad guys in **Mission Impossible**, after justice and Tom Cruise have prevailed.

British war films of the 1950s are an unfailing source of enjoyment, enlightenment and exasperation. The RNFC Video Library contains a selection of titles which at the

time were all aimed at celebrating the heroism and perhaps at exorcising the traumas of the previous decade, and which now are full of news for us today about attitudes to class, sex and life in general. Nothing is clear cut.

Cockleshell Heroes, an account of a potty-sounding attack on an enemy port by Marines in kayaks demonstrates perfectly how 'other ranks' were often represented: rough diamonds, you know, some of 'em, but jolly good chaps in a scrap.

However, the film also contains lashings of popular Carry On-type vulgarity, plus a Hollywood star/director intent on promoting his own heroic image. The ignition of plywood models representing the German fleet looks comically feeble in the era of **Mission Impossible**.

Most of the big naval actions of the war – at least those that weren't outright disasters, generated their own movie sooner or later. **The Battle of the River Plate** and **Sink the Bismarck!** capture the essence of naval engagements past, with huge projectiles hurled to and fro between ships in plain sight.

The Cruel Sea, however, seems to stand up best today. A low key, unsentimental picture, ranging across the whole period 1939-45, it characterises heroism as not so much about doing as about enduring, the war as an affair of lessons painfully learned: "How to keep watch on filthy nights. How to go without sleep. How to bury the dead. And how to die without wasting anyone's time." No, not sentimental at all.

– Bob Baker



• Tom Cruise has his doubts about *Mission Impossible*

SUEZ: The Forgotten Invasion (Airlife £12.95) is the odd title of Robert Jackson's survey of what is actually one of the most celebrated debacles of the century – one that the United Kingdom in particular will not forget in a hurry.

But he is right in saying that most books on the subject have dealt more with its political aspects, so this study of the military angles of the campaign, based on his earlier work 'Operation Musketeer', helps fill the gap.

He also makes the point that, its muddled political direction notwithstanding, as a military operation it was a success – as far as it went.

The ground attack aircraft performed extremely well. The Fleet Air Arm's Seahawks, Sea Venoms and Wyverns were very effective in the close support role (some of the pilots had seen combat in Korea three or four years earlier, flying piston-engined Sea Furies and Fireflies, and the lessons had been well-learned.)

Suez saw the first ever assault landing by helicopter, two squadrons of Whirlwinds from HMS Theseus ferrying 500 Royal Marines ashore at Port Said. The success of this operation led to the conversion of HMS Bulwark and Albion as commando carriers, later to prove their worth in Kuwait, Malaysia and the Gulf.

One immediate effect of

Musketeer was that it brought a halt to "the almost indecent speed" with which Britain's conventional forces had been run down after the end of World War II (the Falklands had the same effect a quarter of a century later).

It was followed by a thorough streamlining of the armed services, with emphasis on the fast movement of air and surface forces to any part of the world at short notice – an emphasis just lately underlined by the introduction of the new Joint Rapid Deployment Force.

Worthwhile

"Musketeer was worthwhile if only because it helped to sort out the muddled military thinking that had characterised the post war years," the author argues.

"Even in the nuclear age, armed forces must be geared towards fighting a conventional war. This was the lesson hammered home by Musketeer, even if the conflicts in Korea and Indo-China had not already done so."

"Unfortunately, the Americans – with all their hardware – were still learning it ten years later, in

Vietnam.

"Musketeer also pointed to the value of retaining an independent nuclear deterrent. At the climax of this operation, when the Russians were making thinly veiled threats of atomic retaliation against London and Paris, Britain's nuclear weapons were still in the testing stage, apart from a small stockpile of the first British atomic bomb (the MC.Mk1 Blue Danube), and France had yet to test her first nuclear device.

"Even a nuclear force only fractionally as large as that of the Soviet Union still represented a powerful insurance against nuclear blackmail."

Above all, perhaps, while the French decided to go their own way in the aftermath of Suez, the US and the UK began to make concerted efforts to improve all aspects of their relationship – three important meetings during 1957 laid the groundwork for the full resumption of co-operation in the nuclear weapons field.

Suez may have taken us to the brink of war – in the long run it may have helped keep the peace for the past 40 years.

– JFA

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THE FOLLOWING list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at October 1996.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic date) is the number of men who were advanced during September.

CCMEEALM - Int (4.10.95), Nil; **CCMEEALM** - Dry, 1; **CCMEEALSM** - 87 (18.5.95), 2; **CCMEEALSM** - Dry, 1; **CCWEAACD** - Int (2.8.98), 1; **CCWEAWDO** - Int (2.8.96), 4; **CCWEADCSM** - Dry, Nil; **CCWEADCSM** - Dry, Nil; **CCAEAM** - 238 (1.9.93), Nil; **CCAEAR** - 222 (1.9.93), Nil; **CCAEAWL** - 307 (1.9.92), Nil.

PO(EW)(0) - 245 (28.9.92), 3; **LS(EW)** - 105 (15.3.94), 3; **PO(M)** - 110 (15.3.94), Nil; **LS(M)** - Int (15.11.94), Nil; **PO(R)** - 372 (12.5.92), 4; **LS(R)** - 112 (15.2.94), 3; **PO(S)** - 173 (16.11.93), Nil; **LS(S)** - 263 (16.2.93), Nil; **PO(D)** - 490 (6.12.91), Nil; **LS(D)** - 536 (15.3.91), Nil; **PO(MWNO)** - Int (12.7.94), 1; **LS(MW)** - 168 (12.10.93), Nil; **LO(MC)** - Int (10.10.95), 1; **PO(SSM)** - 279 (18.2.93), Nil; **PO(AWV)** - Dry, Nil; **LOM(AWV)** - Int (10.10.95), Nil; **PO(AWT)** - Dry, Nil; **LOM(AWT)** - Int (21.10.95), 2; **PO(IEW)** - Dry, Nil; **LOM(UW)** - Int (16.5.95), Nil; **PO(EW)** - Dry, Nil; **LOM(EW)** - Int (14.11.95), 7; **PO(MW)** - Dry, Nil; **LOM(MW)** - Int (16.5.95), Nil; **PO(C)** - Int (11.10.94), Nil; **LOM(C)** - Int (10.10.95), 1; **PO(SSM)** - 279 (18.2.93), Nil; **PO(IEW)(0)** - 245 (28.9.92), 3; **LS(EW)** - 105 (15.3.94), 3; **PO(M)** - 110 (15.3.94), Nil; **LS(M)** - Int (15.11.94), Nil; **PO(R)** - 372 (12.5.92), 4; **LS(R)** - 112 (15.2.94), 3; **PO(S)** - 173 (16.11.93), Nil; **LS(S)** - 263 (16.2.93), Nil; **PO(D)** - 490 (6.12.91), Nil; **LS(D)** - 536 (15.3.91), Nil; **PO(MWNO)** - Int (12.7.94), 1; **LS(MW)** - 168 (12.10.93), Nil; **PO(SR)** - 540 (7.6.91), Nil; **LS(SR)** - 259 (16.2.93), Nil; **PO(AWV)** - Dry, Nil; **LOM(AWV)** - Int (10.10.95), 1; **PO(CY)** - 470 (4.6.91), 6; **LRO(T)** - 476 (4.6.91), 7; **PORS** - 477 (4.6.91), 8; **LRO(G)** - 292 (13.10.92), Nil; **POPT** - 413 (8.10.91), Nil; **RPO** - 501 (2.7.91), Nil; **POMEM(L)(GS)** - Int (6.11.95), Nil; **LOMEM(L)(GS)** - Int (19.10.95), Nil; **POMEM(M)(GS)** - 597 (24.10.90), 1; **LOMEM(M)(GS)** - 372 (8.6.92), Nil; **POMEM(O)(GS)** - 80 (14.5.94), 8; **POEM(R)(GS)** - 237 (2.3.93), Nil; **LWEM(R)(GS)** - 204 (2.4.93), 8; **POCA** - 466 (17.10.91), 4; **LCH(GS)** - 449 (17.9.91), Nil; **POSTG(GS)** - 713 (1.7.89), Nil; **LSTD(GS)** - 205 (17.6.93), Nil; **POSA(GS)** - 494 (15.11.91), Nil; **LSA(GS)** - 202 (17.6.93), Nil; **POWTR(GS)** - 299 (14.12.92), Nil; **LWTR(GS)** - 209 (17.5.93), Nil; **PORS** - 120 (11.1.94), Nil; **LMA** - Int (9.5.95), 10.

PO(S)(SM)(O) - 499 (31.10.91), Nil; **LS(S)(SM)** - 614 (9.10.90), Nil; **PO(TS)(SM)** - 426 (25.3.92), Nil; **LS(TS)(SM)** - 332 (27.7.92), Nil; **PORS(S)(SM)** - 514 (12.3.91), Nil; **LRO(SM)** - 410 (11.2.92), Nil; **POMEM(L)(SM)** - Int (5.12.94), 16; **LOMEM(L)(SM)** - 162 (29.10.93), 2; **POMEM(M)(SM)** - 162 (16.11.93), 7; **LOMEM(M)(SM)** - 128 (30.11.93), 7; **POEM(R)(SM)** - 322 (3.11.92), Nil; **LWEM(R)(SM)** - 663 (25.6.90), Nil; **POSA(SM)** - 263 (26.2.93), Nil; **LSA(SM)** - 241 (18.2.93), Nil; **POWTR(SM)** - 247 (11.3.93), Nil; **LWTR(SM)** - 332 (12.11.92), Nil; **POCA(SM)** - Dry, Nil; **LCH(SM)** - 683 (29.7.90), Nil; **POSTD(SM)** - 545 (2.12.90), Nil; **LSTD(SM)** - 1245 (16.6.87), Nil.

POA(AH) - 1123 (30.1.87), Nil; **LA(AH)** - 842 (25.11.88), 5; **POA(METOC)** - Int (25.6.96), Nil; **LA(METOC)** - Int (7.10.94), 1; **POA(PHOT)** - 768 (3.10.89), Nil; **POA(SE)** - 837 (16.6.89), Nil; **LA(SE)** - 401 (17.12.91), Nil; **POAC(M)** - 491 (11.7.91), Nil; **POAEM(M)** - 332 (2.7.92), Nil; **LAEM(R)** - 479 (21.3.91), Nil; **POAEM(L)** - Int (28.3.96), 1; **LAEM(L)** - 328 (23.7.92), 5; **POAC** - Int (26.3.96), 4; **POW(R)** - 380 (14.7.92), Nil; **LW(R)** - Dry, Nil; **POW(RS)** - 628 (25.9.90), Nil; **LWRO** - 686 (5.6.90), Nil; **POWPT** - 566 (6.7.91), Nil; **RPW** - 397 (10.3.92), Nil; **POCA** - Int (15.6.95), Nil; **LWCH** - 197 (10.7.93), Nil; **POWSTD** - 687 (16.7.90), Nil; **LWSTD** - 385 (20.2.92), Nil; **POWA** - 101 (8.3.94), Nil; **LWSA** - 182 (17.6.93), Nil; **POWTR** - 253 (26.3.93), Nil; **LWTR** - 176 (18.10.93), Nil; **POWTR(GS)** - Int (15.2.96), Nil; **POW(METOC)** - Dry, Nil; **LW(METOC)** - Dry, Nil; **POW(PHOT)** - 261 (25.2.92), Nil; **POWAEM(M)** - Dry, Nil; **LWAEM(M)** - Dry, Nil; **POWAEM(R)** - Dry, Nil; **LWAEM(R)** - 523 (28.3.91), Nil; **POWAEM(WL)** - 787 (9.3.89), Nil; **LWAEM(WL)** - 299

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Points

THE FOLLOWING list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at October 1996.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic date) is the number of men who were advanced during September.

CCMEEALM - Int (4.10.95), Nil; **CCMEEALM** - Dry, 1; **CCMEEALSM** - 87 (18.5.95), 2; **CCMEEALSM** - Dry, 1; **CCWEAACD** - Int (2.8.98), 1; **CCWEAWDO** - Int (2.8.96), 4; **CCWEADCSM** - Dry, Nil; **CCWEADCSM** - Dry, Nil; **CCAEAM** - 238 (1.9.93), Nil; **CCAEAR** - 222 (1.9.93), Nil; **CCAEAWL** - 307 (1.9.92), Nil.

(23.7.92), Nil; **POWETS** - 839 (10.12.89), Nil; **LWETS** - 284 (22.9.92), Nil.

LWTEL - 719 (14.3.89), Nil; **POWWA** - 256 (10.3.93), 2; **LWWA** - 405 (30.10.91), Nil; **POWHDHYG** - Int (7.11.94), 2; **POWDSA** - Dry, Nil; **LWDSA** - Int (3.5.95), Nil; **POEN(G)** - Dry, Nil; **LEN(G)** - Dry, Nil; **PONN** - 162 (24.10.93), 1; **POMA(Q)** - 78 (10.5.94), Nil; **LMA(Q)** - 138 (9.11.93), Nil.

PO(AWV) - Dry, Nil; **LOM(AWV)** - Int (10.10.95), Nil; **PO(AWT)** - Dry, Nil; **LOM(AWT)** - Int (21.10.95), 2; **PO(IEW)** - Dry, Nil; **LOM(UW)** - Int (16.5.95), Nil; **PO(EW)** - Dry, Nil; **LOM(EW)** - Int (14.11.95), 7; **PO(MW)** - Dry, Nil; **LOM(MW)** - Int (16.5.95), Nil; **PO(C)** - Int (11.10.94), Nil; **LOM(C)** - Int (10.10.95), 1; **PO(SSM)** - 279 (18.2.93), Nil; **PO(AWV)** - Dry, Nil; **LOM(AWV)** - Int (10.10.95), 1; **PO(CY)** - 470 (4.6.91), 6; **LRO(T)** - 476 (4.6.91), 7; **PORS** - 477 (4.6.91), 8; **LRO(G)** - 292 (13.10.92), Nil; **POPT** - 413 (8.10.91), Nil; **RPO** - 501 (2.7.91), Nil; **POMEM(L)(GS)** - Int (6.11.95), Nil; **LOMEM(L)(GS)** - Int (19.10.95), Nil; **POMEM(M)(GS)** - 597 (24.10.90), 1; **LOMEM(M)(GS)** - 372 (8.6.92), Nil; **POMEM(O)(GS)** - 80 (14.5.94), 8; **POEM(R)(GS)** - 237 (2.3.93), Nil; **LWEM(R)(GS)** - 204 (2.4.93), 8; **POCA** - 466 (17.10.91), 4; **LCH(GS)** - 449 (17.9.91), Nil; **POSTG(GS)** - 713 (1.7.89), Nil; **POSA(GS)** - 494 (15.11.91), Nil; **LSA(GS)** - 202 (17.6.93), Nil; **POWTR(GS)** - 299 (14.12.92), Nil; **LWTR(GS)** - 209 (17.5.93), Nil; **PORS** - 120 (11.1.94), Nil; **LMA** - Int (9.5.95), 10.

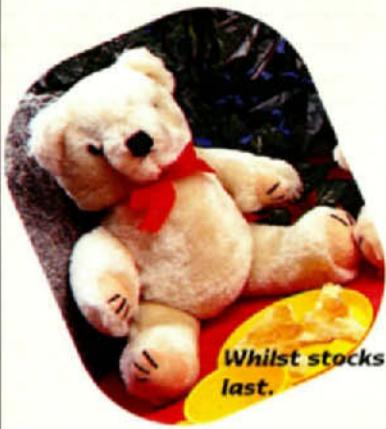
PO(S)(SM)(O) - 499 (31.10.91), Nil; **LS(S)(SM)** - 614 (9.10.90), Nil; **PO(TS)(SM)** - 426 (25.3.92), Nil; **LS(TS)(SM)** - 332 (27.7.92), Nil; **PORS(S)(SM)** - 514 (12.3.91), Nil; **LRO(SM)** - 410 (11.2.92), Nil; **POMEM(L)(SM)** - Int (5.12.94), 16; **LOMEM(L)(SM)** - 162 (29.10.93), 2; **POMEM(M)(SM)** - 162 (16.11.93), 7; **LOMEM(M)(SM)** - 128 (30.11.93), 7; **POEM(R)(SM)** - 322 (3.11.92), Nil; **LWEM(R)(SM)** - 663 (25.6.90), Nil; **POSA(SM)** - 263 (26.2.93), Nil; **LSA(SM)** - 241 (18.2.93), Nil; **POWTR(SM)** - 247 (11.3.93), Nil; **LWTR(SM)** - 332 (12.11.92), Nil; **POCA(SM)** - Dry, Nil; **LCH(SM)** - 683 (29.7.90), Nil; **POSTD(SM)** - 545 (2.12.90), Nil; **LSTD(SM)** - 1245 (16.6.87), Nil.

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LOM(SSM) - Int (13.10.95), Nil; **PO(TSM)** - 213 (8.6.93), Nil; **LOM(TSM)** - Int (29.6.95), Nil; **PO(CSM)** - 559 (12.3.91), Nil; **LOM(CSM)** - Int (16.10.95), Nil; **PO(WSM)** - 367 (7.1.92), Nil; **LOM(WSM)** - 580 (14.10.93), Nil.

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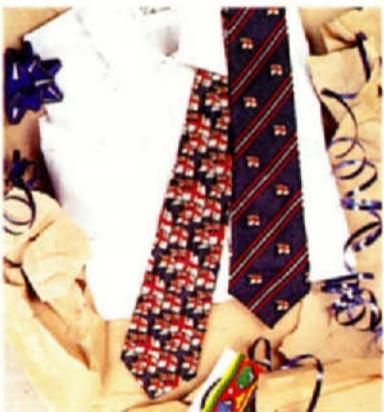
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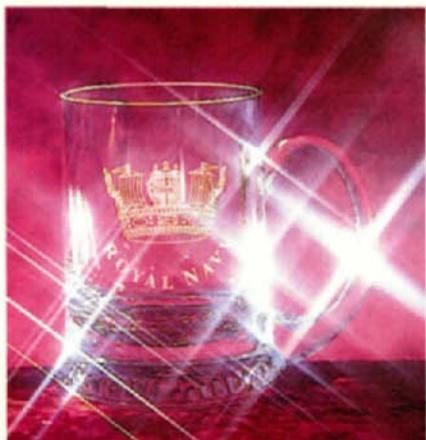
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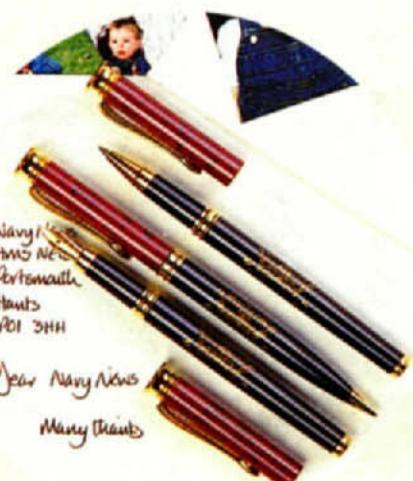
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Corfu Channel, 22nd October 1946

FIFTY YEARS ago this month the Royal Navy suffered one of its worst post war tragedies when two destroyers were mined in the Corfu Channel. Walter Ireland, a member of the Corfu Channel Naval Association, remembers:

IN December 1944 German forces retreated up the Balkan peninsula from Greece and Yugoslavia. From several of its Adriatic bases, the Kriegsmarine transported north to Trieste and Fiume quantities of GY type sea mines. These were stockpiled at the two ports.

Two of them would result in the death and injury of 100 British sailors. In early 1945 the 152nd and 153rd Minesweeping Flotillas swept a channel through the Italian and German minefields in the Corfu Channel. The passage was known as the Medri route. About a mile wide, it was mostly in Greek territorial waters, except off Port Edda where it turned into Albanian waters.

This length of the passage, because of its proximity to their shores, was viewed with suspicion by the Albanians.

A year after the end of the war in Europe the British Government was studying the possibility of a renewal of diplomatic relations with Enver Hoxha's communist regime. In early May a note was drafted and despatched to Tirana. While the document was on its way an incident occurred in the Corfu Channel.

Artillery

About 0830 on Wednesday, 15th May 1946 the cruisers HMS Orion and Superb under the command of Rear Admiral H.R.G. Kinahan were steaming southwards along the Medri route. Off Saranda Bay flashes and smoke were observed on the Albanian shore. Within seconds, artillery shells whined towards Kinahan's ships and pillars of water shot skywards astern.

Miraculously, the cruisers were

not hit and continued south to Corfu. Although Kinahan did not retaliate, he ordered the plotting of the artillery positions.

The British Government protested to Albania, maintaining that as the Corfu Channel was an international waterway, her warships were entitled to right of peaceful passage.

Insisting that any ship using the waterway required their permission, the Albanians pleaded ignorance of the shelling. Britain declared that the RN would retaliate in the event of further provocation.

In September the Mediterranean Fleet under the command of Admiral Sir Algernon Willis assembled in the Bay of Nauplia, Greece at the start of a goodwill cruise.

Flying his flag in the cruiser HMS Mauritius, Rear Admiral Kinahan was ordered to visit Corfu with his 1st Cruiser Squadron – the

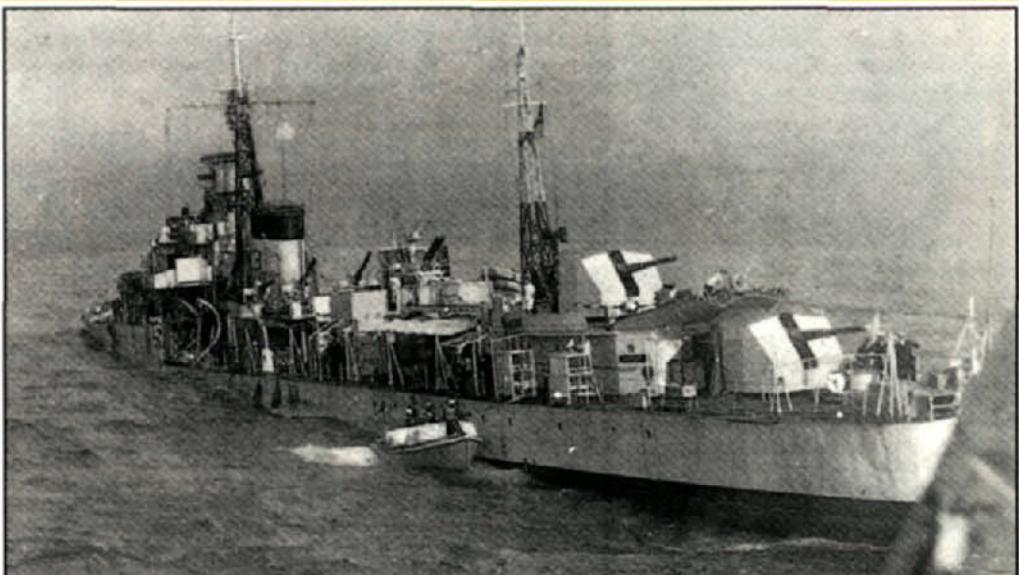
cruiser HMS Leander together with the destroyers HMS Saumarez, Volage and Venus – during October.

Venus developed engine problems and was left behind. As the four ships steamed out in line ahead, each captain had sealed orders about his ship's deployment after the Corfu visit.

With a Force 4 wind blowing from the north east, the morning of 22 October was overcast in Corfu harbour. Before the afternoon sailing CPO Joe Brooks, in Leander, heard Capt R.J.O. Otway-Ruthven relate over the tannoy how Orion and Superb had been fired on and that if the same happened to his ship he would "bloody well fire back".

Those in Saumarez heard a similar speech from Capt Joe Selby.

As Kinahan's squadron moved towards the waterway Brooks was in Leander's A' turret. He noticed that "the hoists were loaded, the



● HMS Saumarez, mined in the Corfu Channel. "... below the waterline, from 'B' turret abreast to the funnel, there was little left."

shells waiting in the trays for ramming home, cordite charges to hand at the top of their hoist but sealed off from flash".

Off the island's Karagol Point the four ships entered the narrow channel. In Saumarez AB Dan Mulcahy heard the posted lookouts report "people moving in the mountains to what looked like shore battery positions."

Seconds before 1453, at his action station in the Asdic Office below the bridge, Mulcahy listened to the Communications Officer in Mauritius announce over the RT that his ship was now clear of the channel and was altering course to the open sea.

At that moment Saumarez was steaming over an ex-German GY type contact mine.

One of its red-painted horns struck the steel plate beneath the bulkhead separating number five fuel tank and number one boiler room.

Mulcahy: "... an awesome explosion shook the ship and suddenly the whole area including the wheelhouse, conning bridge, navigating plot and Asdic office erupted around us and became a mass of flame, smoke and twisted metal.

"Those that were in the Asdic office, including myself, were blown out onto the port signalling wing of the bridge."

Senior Yeoman of Signals PO E.S. Jones was on the bridge. He remembered that "a tongue of flame leapt from the destroyer's hull – vertically on the port side and horizontally through the starboard plating."

In the hell that was suddenly Saumarez, dazed and shocked minds began to work. Through the inferno the men struggled to save their dying and wounded shipmates.

Unnerving

Mulcahy remembered the action of Stoker Leslie Bevan "a sub-leader of a damage control party who vainly attempted to break into the transmitting station where around 20 people were trapped. A great explosion took place in the WT office, which was on the same deck level, and demolished the bulkhead."

The flat in which Bevan's party was filled with blast, smoke and flame. Four of the party were killed and Bevan was mortally wounded.

As Mulcahy stumbled to the upper bridge Saumarez "was shaken with a series of unnerving explosions and we could see that the deck of the forecastle was a mere six feet above sea level.

With his bridge surrounded by flame and smoke Capt Selby realised his ship had lost way, was settling by the bows and that below the waterline, from 'B' turret abreast to the funnel, there was little left. Clambering over the debris, he evacuated his personnel to the emergency conning position.

His ship had taken a vicious pounding. Fires were raging forward around the oil fuel tanks, Bofors magazine and shell rooms. Oil, which had spewed into the sea, was blazing and billowing thick, black smoke. Drifting helplessly,

the listing Saumarez streamed smoke and steam to starboard.

The explosion had ripped into number five fuel tank and number one boiler room. The bodies of the personnel on duty in the boiler room were never recovered. It had blasted the area beneath the flat containing the transmitting station, wireless office, radar and other offices into a mass of scorched, contorted steel.

The flat above became an inferno. Trapped at their action stations in the transmitting station and wireless office were 16 ratings. Not one survived.

At that moment, no-one knew what had hit them. Mulcahy claims it was considered to be "a land-based torpedo, as the damage we had sustained was so extensive."

Burning oil

But on Mauritius' bridge Kinahan correctly assumed Saumarez had hit a mine.

In the freshening wind Saumarez slipped away from the spreading patch of burning oil. Looking at the stricken destroyer, he realised the vessel was drifting onto the hostile Albanian shore. Deeply conscious of the risk to his second destroyer, he nevertheless ordered Volage to close and take the crippled ship in tow.

Mauritius would lie off Corfu's northern coast as a powerful deterrent to possible Albanian interference. Leander would steam around the island into Corfu Roads and assist Saumarez as she was towed south.

At the same time, Kinahan arranged for Leander to be joined by the aircraft-carrier Ocean and the destroyer Raider.

Despite having to overcome several navigational hazards and receiving a rent in the bows, Cdr Reginald Paul, Volage's CO, managed to pass a tow to Selby about 40 minutes after the explosion.

Unable to raise steam, the blazing Saumarez was dragged stern-first into the swept channel. While a damage control party worked on the gashed bow plates, Volage struggled painfully into the centre of the Medri route, just 1,000 yards from the Albanian coast.

In the murky water ahead of Volage a GY contact mine tugged at its mooring wire. At 1616, as one of the soft metal horns was bent or broken on impact, the electric circuit to the detonator was complet-

ed. The 600 lb of high explosive packed into the mine's casing blew away Volage's bow forward of 'A' turret.

Down by the bows and listing to port, but with steam power, the vessel was unable to make headway. Slipping the tow, Cdr Paul assessed the casualties and damage. It was apparent that Volage had not suffered so grievously as Saumarez – but of the damage control party there was no sign. Two more of their shipmates had also died.

The tow was reconnected just as Selby's destroyer was in imminent danger of grounding on the Albanian shore. Agonizingly, the two battered destroyers staggered south sterns-first through a freshening sea at no more than three knots.

As the protective curtain of darkness was slowly lowered on the scene, the Albanian threat diminished.

HMS Raider arrived out of the gloom and stayed off Saumarez's starboard bow for three hours, playing her hoses on her glowing plates.

The casualties were taken off in boats from Ocean and Leander as Volage dragged Saumarez south, finally arriving at Corfu harbour at 03.00 on the 23rd.

Compensation

In all, 44 sailors had died. Later minesweepers recovered 23 mines from the Medri route off Saranda Bay. It was found they had not been in the sea for more than eight weeks – there was no coating of barnacles or marine growth, they were rust free and their cables were coated with grease.

Three years later the International Court of Justice ordered Albania to pay the United Kingdom £843,947 compensation for loss of life, injuries and damage. Diplomatic relations were not restored until 1991, following the collapse of the country's communist regime. The following year the country agreed to pay \$2m dollars.

● First Sea Lord Admiral Sir Jock Slater together with HMS Sheffield and a party of 130 members of the Corfu Channel Naval Association will visit Corfu this month to mark the 50th anniversary of the incident. Full report and pictures to follow.



● Eleven victims of the mining of HMS Volage and Saumarez are buried in the British Cemetery in Corfu. Their graves were ever afterward cared for by George Psaila, who in 1988 was awarded the British Empire Medal.

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Helping Hands

CYCLE ORDEAL IN THE DESERT

NINE MONTHS after Lt Tony Brooks left his Whitehall desk to begin a marathon cycle journey half way round the world, he is still doggedly pedalling east – after facing hostile Kurds, visa difficulties, a desert ordeal in which he endured temperatures of up to 70C, and dysentery.

In his latest dispatch to *Navy News*, Tony told us the latest about his trip to the Bering Strait in Siberia, starting from where we last heard from him – in Turkey.

Guerillas

Keeping his route as far north as possible to avoid PKK guerillas, he passed through the stunningly beautiful mountains of Anatolia. And then his troubles began...

Although people at first were very hospitable – plying him with offers of tea, food and accommodation – he found that in Kurdish territory they were generally

Excellent fete

HMS Excellent's "village fete" families day raised £2,500 for St Mary's Hospital Children's Ward and Stamshaw First School, Portsmouth.

Lt Tony Brooks' is undertaking his world ride in aid of the Salvation Army. Donations may be sent to The Hon. Treasurer (Bering Strait Expedition), Lt Mike Guthrie RN, The Wardroom, HMS Dryad, Southwick, Fareham PO17 6EJ. Cheques should be made payable to The Bering Strait Expedition S.A.

aggressive and hostile. He took British embassy advice not to travel at night.

Then, when he reached the Turkey-Iran border, he found that the Iranians had refused him a visa. Not to be beaten, he decided to fly to India and try for an Iranian visa there – a process which took a month, during which time Tony made an unscheduled trek in the Himalayas.

Finally the intrepid cyclist obtained a transit visa – but only for five days. Undaunted, he returned to Turkey and once in Iran managed to get his visa extended by friendly policemen.

In fact, all the people he encountered in Iran were overwhelmingly hospitable and friendly.

"Tourists are a bit of a novelty in the Islamic Republic, cyclists even more so," he said.

"My bike attracted much interest wherever I went. Sometimes the crowds were so big that the

police had to clear them away."

Because there is no tourist industry in Iran, finding food and accommodation was a problem. "I slept in a variety of places including mosques, tea shops, an army barracks, a police checkpoint, homes, a Kurdish family tent and, of course, the odd hotel."

His greatest ordeal, however, was the 350km cycle across the Great South Sand Desert, an empty place of gravel plains and dunes, where temperatures soar to 70C (46C in the shade).

Travel was impossible at the hottest time of the day between 12 noon and 5pm, and the distances between villages were huge. The quality for food and water was "awful".

Stoned

At last he reached Quetta in Pakistan, where he contracted dysentery. He was laid up there for two weeks, but was soon back on his bike thanks to the care of Major David Warner, a PARA officer at Quetta Army Staff College, and his wife, Vanessa.

His final trials came as he crossed Baluchistan. While some tribesmen were friendly, others were not – and pelted him with stones as he passed by.

After taking a long break in Islamabad, Tony set off once more in late summer for the Karakoram Mountains of Pakistan, and ever eastwards.



WHILE HMS Argyll was thousands of miles away in the West Indies, two of her ship's company were each left holding the baby at home in Plymouth.

CCWEA George Walker (right) and CWEA Bob Walker recently left the ship in Barbados and took the opportunity of presenting £1,000 raised by the ship's company for Argyll Maternity Ward at Derriford Hospital, Plymouth.

With them on their visit to the ward was Fr Robert Coates, chaplain of the Sixth Frigate Squadron of which HMS Argyll is a member.

The money will be used to provide a double bed, linen and furniture in a converted room so that parents will be able to stay in hospital with their newborn babies in the event of problems after delivery.

The cash was raised during the Argyll's first three months of deployment as West Indies

The long reach of Argyll

Guardship. Fund-raising events included "horse-racing" evenings, a "garden fete" and a bald-faced effort by LWEM Robbie Robertson, who raised £200 by having his hair shaved off.

HMS Argyll, which has so far been away for six months, is due home in November.

• Derriford Hospital has also benefited by £854 through a sponsored run in Plymouth Half-Marathon by a team of 14 from HMS Battleaxe. The cheque was presented to the hospital's Special Baby Care Unit.

Iron Duke in tough challenge

AN INTREPID group of sailors from HMS Iron Duke joined up with nurses at Trengweath School for disabled children to raise money the hard way.

They put themselves through the endurance course at the Commando Training Centre at Lympstone to raise £1,000 in sponsorship money, the Navy element raising £300 of the total.

The money paid for a "sensory garden" at the school which cares for children suffering from cerebral palsy.



IN THE few months before the communications base at RAF Edzell, near Brechin closed, the Royal Navy unit there raised £700 for the Spina Bifida Association.

Their most recent effort was a sponsored slim which raised £250 and lost six of the participants 90lbs. The money will be used to help double-glaze Rebecca Cottage, Carnoustie, a respite centre for families of Spina Bifida sufferers.



VOLUNTEERS for a cycle ride in Israel are being sought by the organisers.

The event, in aid of Great Ormond Street Hospital for children, requires at least 20 cyclists to ride 250 miles in five days from Jerusalem to Eilat, each raising £1,800.

Organiser is the Peper Harow Foundation, a group of child-care charities, and the ride, plus a day's rest at Eilat, takes place during November 16-24. For details contact Rosemary Torrington on 0171 251 0672.

THE ROYAL NAVAL BENEVOLENT SOCIETY FOR OFFICERS

PATRON: HER MAJESTY THE QUEEN

It is a great pleasure to announce that Her Majesty The Queen has graciously given her approval to the second supplement to The Society's Royal Charter.

PURPOSE OF SOCIETY

Since being founded in 1739 The Society, previously known as The Royal Naval Benevolent Society, has been caring for less fortunate officers and their dependants. The principal objective has always been that those who were well placed financially should subscribe to help fellow officers who had fallen on hard times.

FUNDS

Last year over £3M invested and over £100,000 paid in grants.

THE SECOND SUPPLEMENT CHARTER

EXTENDING BENEFICIARIES

Provides relief for the benefit of officers and former officers of The Royal Navy, The Royal Marines, The Royal Naval Reserve, The Royal Naval Volunteer Reserve, The Royal Marine forces Volunteer Reserve and the Queen Alexandra's Royal Naval Nursing Service, and their spouses, former spouses, families and dependants, who are in need.

Woman officers can now become members and receive benefits: and the family and dependant beneficiary groups have been extended.

THE NAME

This has been changed to the Royal Naval Benevolent Society for Officers to make clear it is for officers and to avoid confusion with the RNBT.

PURPOSE OF SUPPLEMENTAL CHARTER

To make better known the aims of the Society by which it will help more people - both members and their dependants - and to a limited extent officers who are qualified to join but who have not done so, and their dependants.

MEMBERSHIP

Any commissioned RN or RM officer who is serving or has served on the active list is eligible to become a member. Life membership £50 - less than a day's pay for a lieutenant on promotion.

GRANTS AND MEMBERSHIP

APPLY TO COMMANDER PETER MOORE, SECRETARY, THE ROYAL NAVAL BENEVOLENT SOCIETY FOR OFFICERS 1, FLEET STREET, LONDON, EC4Y 1BD. (TELEPHONE 0171-353-4080)

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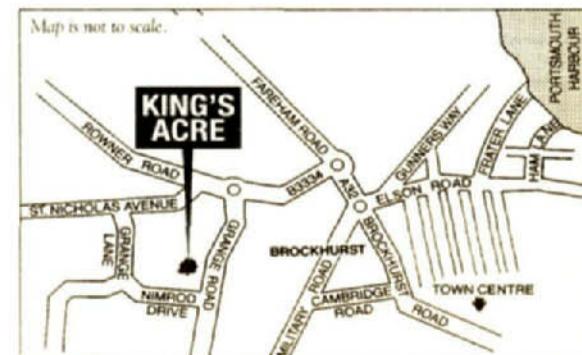


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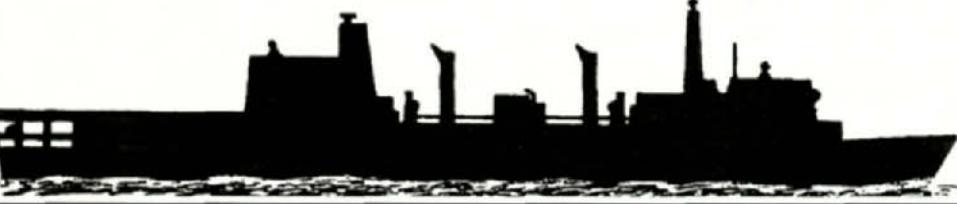
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THE MARINE SOCIETY



Director

The Marine Society, the oldest public maritime charity in the world, wishes to appoint a Director to succeed its retiring General Secretary.

The Society, to meet its object in providing education, training and welfare services for seafarers of all the sea services, spends some £2 million annually on its two training ships, Seafarers Libraries, College of the Sea, Sea Lines, and financial and welfare services.

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If you are interested please contact The General Secretary:

The Marine Society, 202 Lambeth Road, London SE1 7JW

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At Your Service



Reunions

OCTOBER

Super T Class: A reunion will be held at 1300 on October 6 at the Prison Officers' Club, Gosport, Hampshire. Details from Mr Shepherd, 38, Christies Lane, Montrose, Angus DD10 8HY, tel 01674 677812.

8th Destroyer Reunion at the Spa Complex, Scarborough: October 11 committee meeting and civic reception; October 12 AGM and Dance; October 13 Dedication Service and march-past. Standard-bearers and ex-RN personnel welcome. Contact Geoff Wagstaff, 01302 532287.

The Survey Ships Association: Second AGM and Reunion to be held at the George Hotel, Nottingham on Saturday October 26 - contact the Secretary, The Elms Guest House, 48, Victoria Road South, Southsea, Hants, PO5 2BT, tel 01705 823294.

NOVEMBER

Escort Group Association: Members from various ships of the 1st, 3rd, 4th and 17th Escort Groups will be meeting at the Stretton Hotel, Blackpool, from November 18-21 - three days for £70 with DBB and farewell Gala Dinner. More details from Harry Rawson, 01460 234583.

LST Club Annual Dinner is on November 23 at the Falcon Hotel, Stratford-on-Avon. Details from Club Secretary Mr Maxwell, 45, New Road, Water Orton, Birmingham B46 1OP, tel 0121 747 2418.

HMS Swiftsure Association (Cruiser and Submarine) Buffet Lunch Reunion on November 30, 1200 to 1700, in Watford. Full details from David George, Mullion, Shipton Green, Ilchester, Chichester, Sussex PO20 7BZ, or ring 01243 512998.

DECEMBER

River Plate Veterans Association are holding the 57th Anniversary Reunion of the Battle of the River Plate at the Astor Hotel, Elliot Street, The Hoe, Plymouth, on Saturday December 7, starting 1100 with a service at the RN Memorial on The Hoe. Dinner at 1930. Send S.A.E. to Mr Fogwill, 96 Hartop Road, St Marychurch, Torquay, Devon TQ1 4QJ, telephone 01803 327262.

MARCH 1997

HMS Tamar, Hong Kong: It may be possible for "Old China Hands" to march in the parade at Final Divisions when the base closes in 1997. Anyone interested should register with S/M Geoff Lane, 13, Orchard Close, Chalgrove, Oxon OX4 7RA.

HMS Caledonia and Fisgard: February 1947 entry of ERAs, EAs and OAs should

know there is a 4th Reunion on March 15 in Portsmouth to celebrate the 50th anniversary. Contact Ken Nicholson on 01705 370762 or Ron Kimber on 01329 281287.

Retired Officers of the Supply and Secretariat Specialisation: A cocktail and Buffet Supper Party will be held in the RNC Greenwich on Thursday, March 20 from 1830 to 2130 - guests initially limited to 3 per retired officer. Individual invitations will be sent direct to all Retired Officers whose addresses are known in January 1997. Arrangements to be co-ordinated by Lt Bob Turner, TAXO, HMS Raleigh, Torpoint, Cornwall PL11 2PD, tel 01752 811483.

Clerical/Quarters Wrens and Quarters Administrators Wrens: A reunion is planned for March 1997, possibly in Portsmouth, for ex-serving and serving Wrens. Contact L/Wren (QA) Connell-Malcolm at S/Rs Accom Office, HMS Neptune, CSB Fastlane, Helensburgh G84 8HL, tel 01436 674321 ext 6258.

APRIL 1997

HMS Newfoundland Association 1942-59: The 55th anniversary of the cruiser's commissioning will be marked during the 9th Annual Reunion in Babbacombe on April 4-7. Details from Mr T. Roxby, Liaison Officer, 8, Lindale Close, Buglawton, Congleton, Cheshire CW12 2DG, tel 01260 279819.

HMS Crossbow: All commissions reunion on Friday April 11 at the Burns Suite, Union Jack Club, London at 6.30pm. Details from Barrie Edmonds on 01704 214232.

HMS Ramillies Association: 7th Reunion is to be held in Blackpool from April 21-25. Full details from Eric Marks, 3, Kendal Avenue, Thornton Cleveleys, Lancs FY5 2LY, telephone 01253 826300.

MAY 1997

HMS Veryan Bay Association: Next reunion will be at Plymouth in May - new members for this newly-formed association will be welcomed. Details from Vic Neale on 0121 783 8920.

HMS Opossum F33 Association: The 4th reunion will be held at the Gateway Hotel, Nottingham, on May 9-10, and the association is still seeking more shipmates to attend. Contact Harry Catterton, 27, Rissington Walk, Thornaby, Stockton on Tees TS17 9QJ, tel 01624 881770.

42 Commando RM MT Section (1959-62) Association is holding the 5th Reunion on Saturday, May 24, in Plymouth. Any members of the unit should contact R.A. Hunt at 26, Liddiards Way, Purbrook, Waterloo, Hants PO7 5QW, tel 01705 262427.

JUNE 1997

HMS Kemerton: A reunion of old shipmates and an affiliation with the Ton Class Association will take place over the weekend of June 6-8 at the village of Kemerton, Glos. Contact Pancho Brett, 4, Marquis Gardens, Barnby Dun, Doncaster DN3 1DX, telephone 01302 883331.

SEPTEMBER 1998

HMS Repulse: A reunion to mark the 30th anniversary of the first commissioning of the Polaris boat is being planned for Barrow-in-Furness. If you are interested, contact Frank Scott, 4, Avon Court, Eaton Socon, St Neots, Cambs PE19 3HX, tel 01480 393228.

OCTOBER 1998

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To: Lt Cdr I M P COOMBS RN, ARNO, 70 PORCHESTER TCE, LONDON W2 3TP

Please send me details and a membership application form:

Calling old shipmates

HMS Tenby J34 and F65: Ex-ship's company being sought for both the Ninth Minesweeping Flotilla's Tenby or the anti-submarine frigate of the same name. Contact Phil Rowe on 0161 7477325 or Roy Tapping on 01202 301903 - particularly the canteen manager from Gosport (George?) who rang Roy last September.

HMS Eastbourne 1961-62: Ex L/Std C. McCreadie is hoping to arrange a reunion for stewards and cooks who served during the Far East tour. Contact him at 20, Eyre Street, Split, Cardiff, Wales.

HMS Gravelines 1949-54: R. Whittington is planning a reunion for shipmates from D24, which included the change-over to HMS St Kitts. Mr Whittington's address is 102A, Victoria Avenue, Newbury, Gwent, NP9 8GG, telephone 01633 221688.

HMS Montclare 1944-46: Ex-Tel Pete Hurt is seeking former shipmates, particularly communications staff Tels McGill, Salmon and Payling, and Signs Bailey, Larcombe and Beaumont. Write to Pete at 4, Lissington Close, Lincoln LN2 2GZ.

HMS Ganges 1966-67: Peter "Speedy" Ball would like to hear from anyone from Anson 781 class, and from any ex-892 NAS Phantoms from 1970-71 at Yeovil and 1974-78 at RAF St Leucars. Peter can be contacted at 29 Oak Drive, Kingshill, Dursley, Glos GL11 4DX, or on 01453 545044.

HMS Defender 1951-54: Maurice Kidney would like A.V. "Nutty" Crawford and Dennis Mortlock to contact him at 7, Hurworth Avenue, South Shields, Tyne and Wear, NE34 7SG, or on 0191 456 8089.

HMS Barbecue 1946-48: D. Roberts, of 13 Castleview, Neath, West Glamorgan, South Wales, is calling shipmates, particularly those on Operation Floating Dock in Bremner. Leave a message with his sister on 0116 271 6628 or write to 47, Turner Rise, Oadby, Leicestershire LE2 5SH.

Coastal Forces: Did you serve in the RN in MTBs, MBGs or MLs, or as base staff? If so, you are eligible to join the Coastal Forces Veterans Association - contact National Secretary Len Bridge, 15 Henning Street, Battersea, London, SW11 3DR, telephone 0171 228 6256.

HMS Ursula and HMCS Iroquois 1944-46: Mr G Robinson would like to hear from any ship's company. His address is 56 Barringtons, Sutton Road, Southend-on-Sea, Essex SS2 5NA.

HMS Rodney and HMS Fame: Thomas "Dick" Coles would like to hear from old shipmates and relatives in the Greenock area. Thomas (77) is now living at Mosman Hall, Charters Towers, 4820 Queensland, Australia.

Mr W. Wilberley: Of Ymdech, 3, Bryn Rhos Crescent, Penllergaer, Swansea, West Glamorgan SA4 1AT, would like to hear from L.J. Callow, from the Dorset or Birmingham area, Alfie Lean from Manchester, and Jackie Fielding from Torquay or Manchester.

HM Boys' Est. St George 1943-45: Former members who would be interested in forming a St George Association should get in touch with Brian "Ginger" Trew at 14, Park Crescent, Hastings, East Sussex TN34 2PP, or on 01424 436501.

TS and HMS Vanquisher: Old hands who might like to join in a reunion of the Nuneaton and Bedworth Sea Cadet Corps should write to Martin Randle, 129 Heath Road, Bedworth, Warwick CV12 0BJ, or ring him on 01203 366878. Also a chance for old shipmates of HMS Vanquisher to reunite?

HMS Tiger 1959-66: Ex-Cook John Coulston would like to hear from shipmates who served in the cruiser, particularly between 1965-66. John lives at 30, Chorley Road, Adlington, Chorley, Lancs PR6 9LJ, telephone 01257 483268.

CinC Staff, Singapore 1948-49: George Taylor would like to contact L/Sig Ron

20th MS Flotilla: If anyone has photos of HMS Magic or her US-built lease-lend sister ships in the 40th MS Flotilla, Terence Smith would like to know. He was aboard Magic when she was sunk with HMS Cato in July, 1944. Contact him at 40, Curnings Road, Kariong, NSW 2250, Australia.

HMS Curacao: Can anyone tell Fred Townsend anything about filming on the cruiser Curacao in Portsmouth in mid-1937, when cap tallies were altered to "HMS Audacious"? Fred is at Rosevale Cottage, St John's Rd, Scarborough, North Yorks.

Ernest Carline: Irene Olga Jacomb (nee Rhodes) would like to know if Ernest is alive and well. They met when Mrs Jacomb lived in Fiji and Ernest was in HMS Hector, 1940-45. Mrs Jacomb can be reached through the Auckland Mail Centre, Private Bag 92194, Rakino Island, Hauraki Gulf, New Zealand.

HMS Tenodes: William Capseed has a list of survivors when the ship was sunk by the Japanese in 1942. Contact him at 17, Birches Avenue, Colne, Lancs BB8 9RS, tel 01282 01017.

Cdr Edward Ewins: Alber's son would like to hear from any of his late father's shipmates from January 1943 to 1946, particularly at the liberation of Norway. Contact him at 2, Kestrel Close, Porthleven, Helston, Cornwall TR13 9DU, tel 01326 573091.

Charles Alcock: Charles' daughter wants to find a class group photo featuring her father, who undertook New Entry training at HMS Raleigh, Torpoint, from September 1942-June 1943, as he has lost his copy. Contact Ms P. Alcock at 17, Tilson Avenue, Penkhull, Stoke-on-Trent ST4 7JZ.

HMS Effingham: Commissioning Book 1926 available for exchange for any HMS Ganges memorabilia. Contact Vic Hocking at 37, Wayside, Marston Green, Birmingham B37 7AY, or ring 0121 779 3525.

Battle of the Clyde: Mr R. Hutcheson has a caricature drawing entitled "Trials Procedure or Battle of the Clyde", with "ER.7576." in the top corner. Does anyone know what the picture represents? Write to Mr Hutcheson at 64, Nelson Terrace, Keith, Banffs AB55 5FD, tel

HMS Tenby: Does anyone know what the picture represents? Write to Mr Hutcheson at 64, Nelson Terrace, Keith, Banffs AB55 5FD, tel

HMS Constance 1944-46: E. Healey, of 60, Park Avenue, Papatoetoe, New Zealand, would like to hear from any old shipmates, particularly those in Mess 55.

HMS Colossus 1944-46: E. Healey, of 60, Park Avenue, Papatoetoe, New Zealand, would like to hear from any old shipmates, friends or relatives.

HMS Ganges 1946: Mr F. Phillips, of 26, The Sidings, Hatfield, Herts, AL10 9SR, is seeking members of Benbow Division 30/33 Mess - he recalls a number of "Ganges Boys" were sent to HMS Bruce in Scotland.

HMS Invincible: Anyone who was on board in 1989-90, flew to St Lucia from Barbados to meet the England cricket team, and has a photo, please contact ex-Radio Operator "Winnie" Wynn - who was too busy organising the meeting to get a picture. He lives at 5, Clover Close, Luton, Beds LU4 0PJ, tel 01582 696423.

HMS Rodney, 1936: Shipmate A. Doyle, Young Seamen's Cutters Crew - if Mr Doyle, or his next of kin, wish to have the Silver Medal belonging to him, please contact Roger McGuinness, 5A, Southbank Road, Liverpool L7 7LP.

HMS Peacock, 1939: Will anyone who served on HMS Peacock in Hong Kong 1989-90 contact E.T. Collier, 8, Aston Lane, Remenham Hill, Henley-on-Thames, Oxon RG9 2EL or ring 01491 574241, with a view to joining in a reunion in May 1997.

HMS Gosling: Donald Dymond joined the RN in January 1946, joining class 182 at HMS Gosling, Leigh, Lancashire. Anyone in that class from February to April 1946 is asked to contact Donald at 8, Corfield Close, Finchampstead, Wokingham, Berks RG40 4PA, or telephone 0118 973 0023.

HMS Undaunted 194

Royal Naval Association



PICTURE PUZZLE

MYSTERY PICTURE 19

Name.....

Address.....

The ship's name?.....

Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

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ed. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our December edition. The competition is not open to Navy News employees or their families.

ONE-ARMED SAILOR OF WORLD WAR II

LIKE NELSON, the loss of a right arm did not prevent sailor Jim Travers from doing his duty when his country was in peril. But unlike the great admiral, Jim was not a senior officer fighting in a distant age, but a stoker braving German submarines, mines and aircraft in the Second World War.

Jim, now the president of Gravesend branch, lost his right arm in a shooting accident in 1935 at the age of 13. That did not stop him joining the crew of the Henrietta, a topsail schooner owned and captained by his father, Morton.

At that time Jim lived in South Devon, and when war broke out his father halted his trade between England and France and sailed for

Tales of the Sea

Plymouth to offer his crew and ship to the Admiralty.

En route a freak storm, with winds gusting to 90 mph, hit the Henrietta off Start Point. The ship was lost, and although Morton Travers was seriously injured, all the crew were rescued by the Torbay Lifeboat.

Patrol Service

Eventually, in August 1940, Morton was fully recovered and again offered himself and his crew for RN service.

Morton, who at 65 was too old for enlistment, said he was aged 52 and was believed. But at first the recruiters refused to take Jim – until his father explained that for more than two years he had been crewing the Henrietta.



Jim Travers as a PO with the Dover Patrol in 1942-43. Shortly after, he was recommended for a commission.

Jim was signed on as a Stoker first-class and he and his father and shipmates became members of HM Long Shore Patrol Service – later to be the RN Patrol Service.

They were kept together under their captain, and it was together under Morton that they took over their first vessel, a French crabber – the Dom Michael Nobletz – which had escaped from Brest.

After being commissioned, she had concrete slabs placed around the wheelhouse, a replica wooden gun screwed to the deck, and the crew were issued with rifles and bayonets. She was painted battleship grey and sent on patrol to search for enemy submarines.

Promotion

Jim Travers, one arm notwithstanding, served throughout the war in patrol vessels, minesweepers, and landing ships. He took part in the Allied landings in North Africa, Anzio and Normandy. Promoted six times, he eventually left the RNRV in 1946 as an Acting Lt Cdr (E).

He then joined the Merchant Navy as a chief engineer and finally came ashore to be a plant manager for a construction and civil engineering company.

REMEMBER SCARBOROUGH!



THIS World War I recruiting poster depicting the shelling of Scarborough by German battlecruisers in 1914, when 124 townspeople were killed and over 500 injured, has been reproduced in postcard form and will be given as a memento to shipmates attending the Eighth Destroyer Flotilla reunion at the resort in October. A local businessman owns the card's copyright and has produced 3,000 free for Scarborough branch to send to shipmates worldwide.

Branch News

GOING DUTCH has a new meaning for shipmates of York since the branch has twinned with that of Amsterdam.

The friendship was forged last year at the VJ reunion in Portsmouth, and renewed recently when 30 shipmates visiting Amsterdam were royally entertained.

Meanwhile the branch invites others to attend its Trafalgar service and parade on October 20 during which the new standard will be dedicated at All Saints Church at 11 am. A reception follows. Contact Shipmate Geoff Minsky on 01904 400199.

Nuneaton

"Black Tot" night was again well supported this year by members mourning the demise of the Tot. A lone Gurkha piper led the funeral procession as the coffin was escorted by Shipmates Les Morris and David Glover. However, the grief was short-lived...

Dearne Valley

To mark the decommissioning of HM submarine Repulse, a social evening was held at TS Repulse, the Rotherham Sea Cadet unit with which the branch has close ties. Members of the submarine's crew were there, as was Shipmate Bert Wynne, a survivor of the wartime Repulse.

Darlington

Due to a drop in membership and reduction in funds, the branch has had to limit invitations to its

50th anniversary celebration on October 18. However, members will have a great deal to be proud of when their 50th certificate is presented by Shipmate Fred Chambers, National Council member for No. 11 Area.

The branch meets on the second Thursday of each month at The Naval Club at 1930.

Thurrock

The branch's oldest member, Shipmate Jack Noakes, was feted on his 96th birthday and presented with a bottle of rum. Jack, who joined the Navy in 1918, served in the battlecruiser HMS Lion and during World War II in V & W destroyers.

Swindon

Despite continuous rain, more than 300 shipmates displayed 48 standards in St Mark's Church for a service marking the 20th anniversary of the branch and the rededication of its standard.

Farewell tribute

THE ESTEEM in which Admiral Sir Desmond Cassidi is held was reflected at a farewell dinner in his honour held in London. He retired as Association President last month after 10 years in office.

The occasion was notable for the warmth of feeling expressed and the numbers of those present who had travelled from as far afield as Northern Ireland to wish him and Lady Cassidi a happy retirement.

A good way to spend it was suggested by Shipmate Ron Tasker, Chairman of the National Council, who on behalf of shipmates and friends presented Admiral and Lady Cassidi with inscribed, hand-made fishing rods and reels.

Although the parade had been cancelled, the service, conducted by branch chaplain, Canon Owen Barracough, was memorable. Music was provided by the Cricklade town band and The Royal British Legion Corps of Drums. The Exhortation was delivered by Shipmate Geoff Faulkner.

Later an anniversary cake was cut by the Mayor of Thamesdown, helped by branch president, Rear Admiral Anthony Davies. Guests included Shipmate John Stone, Chairman of No. 6 Area, and his wife, and the Area National Council member, Shipmate Geoff Heyhoe and his wife.

St Albans

Four years ago members perpetuated the memory of their late secretary, Shipmate George Barnes, by presenting a shield for the Cadet of the Year at the local SCC unit, TS Verulam.

Now they have been rewarded by seeing George's grandson,

Martin (11), win the prize. He shared the presentation ceremony with Shipmate Derek Hawthorne, branch standard bearer, who was voted Shipmate of the Year.

A wartime veteran, Derek served in HMS King George V.

Edmonton

Diamond Jubilee celebrations ended with the dedication of a new branch standard in St Peter's Church, followed by a parade of 27 standards. The salute was taken by RNA Vice President, Shipmate Alf Woonton accompanied by the Mayor and Mayoress of Enfield.

Later, 175 shipmates and guests attended a reception at The Royal British Legion Club.

Newton Aycliffe

The branch's 20th anniversary was celebrated by shipmates and friends throughout No. 11 Area. At a social evening, Shipmate Archie Freeburn gave a talk on the history of the branch and there was a dancing display by Shipmate (Doc Halliday) Pickles.

Guests included Shipmate Fred Chambers, National Council member for the Area.

Anglesey

The branch celebrates its 25th anniversary on the last weekend in October. Other branches are invited to attend the service, parade and dedication of a new standard at Holyhead. Contact Shipmate Brian Wright, 15 George Street, Holyhead, Gwynedd LL65 1EH (tel. 01407 762964) soon.

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Sport



Veteran's silver end to a fine season

NAVY veteran runner Lt Cdr Bob Chapman has capped a good summer season with a silver medal in the 5,000m at the national Veterans Athletics Championships in Exeter.

Bob, who was sixth in the British Veterans 5km road championships in May, has run for the Navy on the track and over the country for many years.

Now Education Officer at HMS Heron, he was Navy 5,000m champion for four years in the 1970s, and still competes regularly for the Service.

Last winter he ran for the Combined Services veterans cross-country team, and in June came fifth in the RN 5,000m championships at Burnaby Road.

The summer season now draws to a close with several Navy athletes going to the United States on a short tour.

The team, led by Lt Cdr Chapman, is flying out to Washington and will be staying at the US Naval Academy in Annapolis.

There will be an evening track and field match against the Academy, followed a few days later by a match against the US Marine Corps at Quantico, the US Marine base.

As the track season ends, so many of the Navy's distance runners will be looking ahead to the winter's cross-country season.

Of the many regional cross-country leagues, the RNAC competes in two, the Hampshire and Westward Leagues.

Runners are always welcome in the RNAC teams, and the contact athletes are:

Hampshire: CRS Taff John, tel Collingwood ext 2645,

Westward: Lt Graeme Riley, tel Devonport Naval Base ext 68105.

Fixtures for the season up to Christmas are:

Saturday Oct 12: Hampshire League Race 1 (Winchester).

Sunday Oct 13: Westward League Race 1 (St Austell).

Saturday Oct 26: RN v Oxford University (Oxford).

Sunday Oct 27: USMC Marathon (Washington).

Saturday Nov 2: Hampshire League Race 2 (Reading).

Sunday Nov 3: Westward League Race 2 (Tiverton).

Saturday Nov 16: Westward League Race 3 (Paignton).

Sunday Dec 1: Westward League Race 4 (Exeter).

Saturday Dec 7: Hampshire League Race 3 (Basingstoke).

Saturday Dec 14: Hampshire Championships.

Sunday Dec 15: Devon Championships.

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ROYAL NAVY RUGBY UNION DIARY DATES

Saturday 12th April 1997. Twickenham.
Royal Navy V Army. KO 1500hrs
Ticket details will be published in November

Wed 23rd April 1997. Twickenham.
Royal Navy V Royal Air Force. KO 1500hrs
Ticket details will be published in November

Wed 4th December 1996. The Rectory, Plymouth
Combined Services V Argentina (Pumas). KO 1800hrs
Tickets from: 01752 555947
Price: £15. mainstand £8. standing.

New Navy champion offers hope for future

THE EMERGENCE of S/Lt Ian Baggett as a player of real class bodes well for the Navy next year.

Ian rounded off a superb debut season by emphatically beating the Army Number 1 at Wimbledon during the Inter Services Championships, then winning the doubles with partner Lt Phil Hacon.

When players currently unavailable in training, at sea and abroad become available next year, the Navy team should give the Royal Air Force a run for their money.

In the Navy championships in Portsmouth earlier in the summer, Ian Baggett defeated team captain Cdr Rob Bosshardt in a three-set final.

However, the captain gained revenge in the doubles, partnering Lt Rod Skidmore against Baggett and Marine Tim Bretman, who had the consolation of receiving the Most Improved Player award.

Rod Skidmore then went on to complete a doubles double by taking the Mixed title with his wife Sarah over Rob and Angie Bosshardt.

A number of high-quality matches were played against top clubs such as Queens, All-England, Roehampton and Hurlingham.

The highlight was a 5-4 win against a strong

Hurlingham team, including Navy Veteran Team member and TV pundit Bill Threlfall.

The Inter Command Championships was won by Fleet, whose singles players Rob Bosshardt, Tim Reynolds and Tony Morley relished the new format of three singles and one doubles rubbers.

Other Navy Championships results:

Women's singles: WStwd M. Parr bt POWPT Bone.

Women's doubles: Lt C. Doughty and WStwd Parr bt Capt Picton and Cdr Cole.

Men's Veteran singles: Major Barnes bt Lt Cdr Rimmon.

Men's Veteran doubles: Lt Cdr Alves and Lt Cdr Rimmon bt Major Barnes and Major House.

Women's Veteran doubles: Cdr Cole and Mrs Saunders bt WO Hudson and Capt Picton.

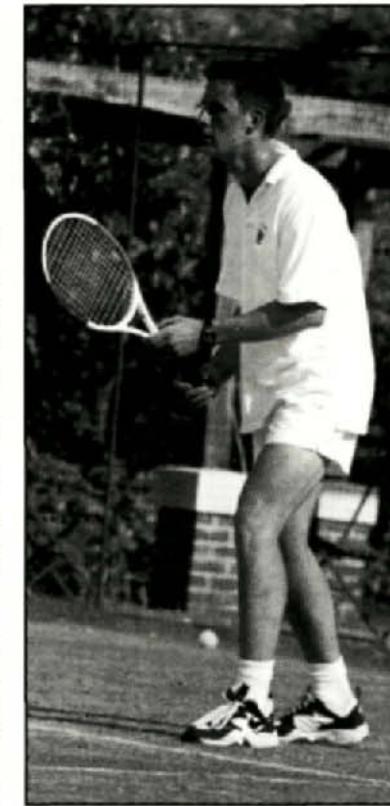
Men's plate: Mne Bretman bt Lt Nettleton.

Women's plate: WO Hudson bt Lt C. Doughty.

Inter-Service Championships Men's team:

S/Lt Baggett, Lt Skidmore, Lt Hacon, Cdr Bosshardt, Major Barnes, POMEA McLaughlin. Reserve: Lt Cdr Mills.

Women's team: WStwd Parr, Lt Spurgeon, POWPT Bone, Lt Cdr Crumplin, Capt Picton, LNN Joseph. Reserve: Lt C. Doughty.



S/Lt Ian Baggett against Hurlingham.

Apply here for pain, sweat and prizes . . .

ARE YOU fit? Well, that's not good enough if you want to enter the Royal Navy and Royal Marines Gymnasium Cross Training Challenge.

Competition rules end with the stark warning: "This is a very intense competition, therefore all competitors should be of an above-average level of fitness to compete."

The competition has been organised in gyms throughout the UK since 1991, with the National Championships, sponsored by Ultrafit magazine, held in April.

HMS Dryad will be hosting the RN/RM Championships on Tuesday, October 15, starting at 1330.

The format is of a challenge over ten disciplines as a time trial against a running clock.

The ten events are, in order:

1. Cycle ergometer: Men and women, 1.5km stationary cycling; feet must remain on the pedal at all times. Competitors must remain on bike until completion.

Elbows

2. Rowing: Men 500m at Level 10 on Concept II Model C, women 500m at Level 6. Foot straps may be adjusted prior to start, and competitors must stay on the rower until 500m is completed.

3. Lat pull down: Men 40 reps at 40kg, women 40 reps at 25kg. Full flexion and extension on each repetition - bar must touch back of neck or shoulders and elbows must lock. Competitors must stay on the machine until completion.

4. Hip flexor: Men and women 60 reps. Knees must reach a point where both thighs are parallel to the floor and hips form a 90 degree angle, then legs should extend to full extension.

5. Push ups: Men 60 reps, women 30 reps. Palms of hands on floor markers, and at start of bend the elbows should be away from the body, not tucked into the sides. For men only toes and hands to touch floor, for women toes or knees and hands.

6. Box step ups (14in box): Men 100 reps with 10kg weight in each hand, women 100 reps with 5kg weights. For each step both heels must be in contact with the box, knees fully extended. One foot must be in contact with box or floor at all times.

7. Abdominal crunches: Men and women 60 reps. Feet must be resting on bench so knees are at 90 degrees. No arching of lower back. Lt Cdr Rick Evans and CPO Jan Cruthers completed the team.

Bouncing

8. Seated shoulder press: Men 40 reps with 40kg, women 40 reps with 25kg. No bouncing or dropping of weight stack.

9. Running - Powerjog treadmill: Men and women 800m at 10% (six degree) incline. No holding on to powerjog.

10. Bench press (free weights): Men 40 reps at 40kg, women 40 reps at 25kg. Spotter may return bar to rest at any time as requested.

Entries are invited from all Royal Navy ships, establishments and Royal Marines units.

The categories are Men's Open Individual, Men's Masters (39 years and older), and Women's Open Individual.

Entries must be made by Friday October 11, with an entry fee of £3 per competitor to cover prizes and refreshments.

Prizes on offer will be for the fastest three men (open), fastest three women (open) and fastest two men (masters).

Full details and entry forms are available from LPT Smith at the Sport and Recreation Centre, HMS Dryad, Southwick, Fareham, Hampshire PO17 6EJ, telephone Dryad ext 4596.

Low cloud, high flyers



POOR weather caused disruption of the Inter Services Hang Gliding Championships - which in turn disrupted the availability of the Navy's top pilots.

With low cloud at Crickhowell, South Wales, extending the competition into the weekend, the Navy team of Lt Cdr Rob Dowdell, of RNAS Portland, Lt Rob Schwab, of RNAS Yeovilton, and CPOMEA Mick Tattersfield, of Portsmouth, could not fly on the final day, and found themselves pushed back behind the Royal Air Force.

CPO Wayne Holmes, of HMS Drake, flew magnificently to take the Intermediate title, and made a name for himself with his foghorn impressions at cloudbase on Hay Bluff as he called his name to the marshall on the ground.

CPO Mike Woods and POAEM Nobby Clarke of Faslane were second and third in the Navy team.

The RN produced six pilots in the Novice class, but all were unplaced. Top Navy man was Lt David Moody of HMS Dryad, followed by CPOMEA Alwyn Hutson of HMS Ark Royal and CPO Mark Portman of HMS Tireless.

The Joint Services Hang Gliding and Paragliding Centre runs JSAT sponsored courses throughout the year.

The very popular courses last for 12 days and cost £50. See JSP419 for details.

Sport

Westminster rules OK

THREE wins in four events gave HMS Westminster victory in the inaugural Fourth Frigate Squadron Olympiad.

Organised by POPT Gary Mills at HMS Temeraire, four of the squadron's six ships took part, as well as Hornchurch Sea Cadet unit, at Temeraire on a course.

While the teams competed for the Varivane "Cock" Trophy, families enjoyed a bouncy castle, face painting and plenty of sunshine.

The trophy was presented by Mr Clive Brown of Varivane, while other prizes were presented by Mrs Deborah Rodley, wife of the

Captain, 4th Frigate Squadron.
RESULTS: Volleyball: 1. Grafton, 2. Iron Duke, 3. Marlborough and Westminster, 5. Cadets.

Hockey 6s: 1. Westminster, 2. Grafton, 3. Iron Duke, 4. Cadets, 5. Marlborough.

Soccer 6s: 1. Westminster, 2. Iron Duke, 3. Grafton, 4. Cadets, 5. Marlborough.

Tug o' War: 1. Westminster, 2. Marlborough, 3. Iron Duke, 4. Grafton, 5. Cadets.

Final positions:
1. HMS Westminster, 2. HMS Grafton, 3. HMS Iron Duke, 4. HMS Marlborough, 5. Cadets



Hard graft from HMS Grafton's tug o' war team (above) while HMS Marlborough players keep their eyes on the ball against the Hornchurch Sea Cadets (left).

Pictures by LA (PHOT) Mark Histed

Kings of the relay

NAVAL sprinters from HMS Neptune were successful in their defence of the Inter Services Medley Relay at the Braemar Games in Scotland.

In front of 20,000 spectators, including the Queen, Prince Philip, the Queen Mother, the Princess Royal and Princess Alexandra - Neptune's quartet ran a storming race to keep the RAF in second place.

The team consisted of LPT Bobby Cant, who led off, WEM Lee Bratley on the second leg, handing over to OM George Turner, with team veteran CPO

Rupert Williams taking the home leg for his fourth winning appearance.

The Braemar medley relay is a 900yd race, made up of two legs of 150yd and two of 300yd.

The track is a sloping course of lush grass with extremely tight bends, but the Neptune team lived up to its billing as favourites by taking the lead in the first leg and never looking like surrendering it.

LPT Cant was presented with the Braemar Royal Highland Society Invitation Relay Shield by the Society President, the Queen.

Snowboard sailors in demand for competition

ARMY organisers are looking for keen snowboarders from the other two services to make a championship event viable during their 50th anniversary meet.

The Army Winter Sports Association (AWSA) is already holding biathlon, Nordic, Alpine, bob, skeleton, ski bike and Cresta races at St Moritz-Pontresina, in Switzerland.

AWSA50 Director Lt Col Mark Goodson said: "We thought that, if there was a decent response, we would include snowboard.

"It is, after all, a new popular sport that will be included at the 2002 Salt Lake City Winter Olympic."

St Moritz is offering the AWSA50 good accommodation rates, and it is hoped a sponsor for the snowboarding can be found.

Organisers expect snowboard competitors to be skilful enough to make it an exciting event.

The championships will be held from January 25 to February 8, with the snowboard events being held in the second week.

Anyone interested should contact Mark Goodson at AWSA50, PO Box 50, Brecon, LD3 0WD, fax 01874 711629.

It's all change again

US (PLYMOUTH) secured promotion to the A Division of the Devon League in an exciting climax to the cricket season at Mount Wise.

They took the vital nine points against strugglers Cockington with a safety-first draw.

US have yet to stay in the same division two seasons running, but aim to put that right next year.

Leading bowlers were ex-POSTD "Whiskey" Walker and Lt Simon Morris, who was capped by the Navy this year. The leading batsmen were captain Cdr Bob Love, vice captain CCMEA Marty Clayton and Phil Willis.

Spare a thought for Cockington 2nd XI who came up against Major Charlie Hobson (ex Combined Services and Navy captain) who has played little cricket this year

because of work. He scored 191, including 16 sixes.

The annual US (Plymouth) v US (Portsmouth) Derek Oakley Trophy match played at Mount Wise produced a lively draw.

Bob Love held the Plymouth first innings of 204 together with a gritty 48, but Portsmouth swept to a first-innings lead with a formidable total of 337, with Chris Potter scoring an excellent hundred and Dominic Carson posting a quick-fire 89. Morris plugged away to take 6-111.

Plymouth then made 268, with Clayton (64), Burrows (66) and Moore (51) scoring well.

Set 136 to win in 14 overs a draw was eventually agreed, with Portsmouth ending on 91-4 with two overs remaining.

Holders Portsmouth retained the trophy.

Racer lives up to her name in Baltic

DESPITE a make-shift crew which only met the day before the race, HMSTC Racer lived up to her name in the Baltic.

Crew members from units as diverse as a Trident submarine and an University RN Unit - some never having sailed before - met 24 hours before the start in Turku, Finland.

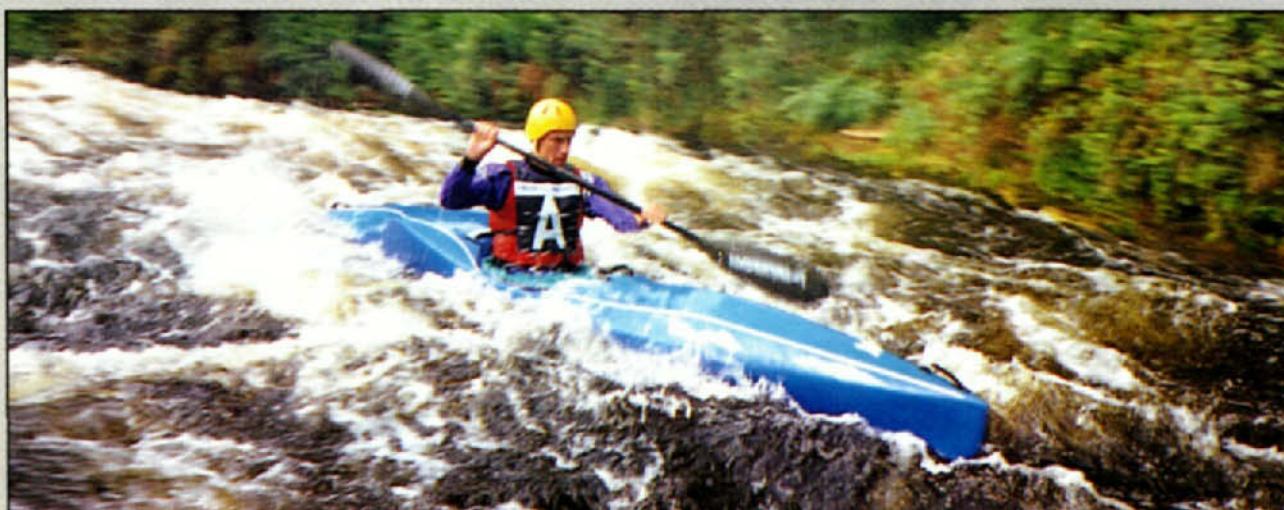
But they crossed the line for their leg of the Tall Ships Race, in Copenhagen, in seventh place.

Many of the 100 vessels in the race retain one crew throughout, but the Navy, using Joint Service Nicholson 55 yachts, changes crew every leg to give as many people as possible a chance to participate.

As a result, members must quickly assimilate the skills needed to race safely, with the RN keen to focus on developing the character and leadership of the individual, rather than promoting team-work.

Lt Cdr Edmund Hadnett, skipper of Racer from St Petersburg to Copenhagen, said: "This was particularly true for the leg to Copenhagen which resulted in a 550-mile passage into winds of up to Force 7."

Anyone wishing to join next year's event, which takes place in July-August along the coastline of Norway, should watch for the Joint Service DCI or contact Lt Cdr Hadnett at BRNC Dartmouth towards the end of the year.



Canoeists tame wild water

A FINAL winning performance by CPO Mike Smith saw him take the RN Wild Water Racing title in his last appearance.

Mike completed the course on the River Tryweryn, near Bala in North Wales, in a time of 21min 16sec using a wave-hopper kayak.

The C1 event was won by Lt Cdr David Gibson, as was the C2, where he was partnered by Lt Lawrence Kies.

The Novice event had a dead-heat finish, with LMEM Simon Petty and Lt Rob

Brunswick sharing the trophy.

The event - which was sponsored by the Cotswold and West Midlands Canoe Centre - was only cleared days beforehand, as dam release problems had prevented the river from being used since last October.

The Inter Service WWR championships will be held in February on the River Nith in Scotland, and anyone confident on Grade 2/3 water who would like to help the Navy improve on last year's second place should contact David Gibson at RAF Wyton ext 6824.

CPO Mike Smith in winning form on the River Tryweryn.



Totem return is a piece of luck for Excellent

CONTINUED good fortune seems assured for HMS Excellent – now that friendly spirits are watching over the base again.

In July 1960 Whale Island became home to Hosaqami, an 8-metre Canadian Indian totem pole, which commemorated years of gunnery training for the Royal Canadian Navy, which had recently ended.

But the severe gale of October 1987 toppled the pole, and it was returned to Canada as it was considered beyond repair.

Now a more modest replica, "Son of Hosaqami", has arrived from British Columbia, standing two metres tall and destined to feature in a heritage centre at Excellent.

Burial ritual

Presenting the new pole on behalf of the donors – the Chief Petty Officers' mess at Esquimalt, near Victoria – Canadian High Commissioner Roy MacLaren spoke of his brief visit to Whale Island in 1953, when a formidable gunnery instructor failed to improve his "hopeless marching."

Thanking the Canadians, HMS Excellent's Commanding Officer, Commodore Roger Parker, said two Sons of Hosaqami had been carved. The twin will stay at Esquimalt, where the original Hosaqami – now formally despiritualised according to native Indian customs – will soon be buried to complete the ritual.

Symbolism

Commodore Parker also read from the warrant of Hosaqami, outlining the symbolism – the killer whale represents the sea, the thunderbird is the hunter and also represents the thunder of gunfire, and the speaker holds the staff of authority, reflecting Excellent's teaching role.

At the time of Hosaqami's demise, Excellent was going through a lean spell, having been decommissioned in 1985. But Son



Canadian High Commissioner Roy MacLaren presents a replica of HMS Excellent's original totem pole to the establishment's Commanding Officer, Commodore Roger Parker.

SWORD OF PEACE

From front page

Similar projects were undertaken at schools in Odzak, Novi Travnik and Vitez – where, in addition, RN electrical engineers

restored a hospital's power supplies for the first time in years.

Other projects included the refurbishment of a fish farm, restoration of water supplies, factory renovation, and the reconnection of electricity to homes.

The principal task of the carriers was to support British troops ashore. Embarked Sea Harriers of 800 and 801 Naval Air Squadrons flew reconnaissance, patrol and close support missions "at an intense level of activity".

Bad weather often meant

that only aircraft embarked in carriers were able to fly. "The extra burden was cheerfully borne by both ships," said the spokesman. Each ship was supported by embarked Sea King helicopters of 814, 820 and 849 Squadrons.

At the end of August HMS Invincible left on another deployment – to the Mediterranean and the Gulf. And, according to her Commanding Officer, Capt Ian Forbes, she would be ready to respond to any NATO call for her support in the waters off Bosnia.

T-Birds put training in the black

THE FLEET Air Arm has taken delivery of its third and final Harrier T Mk 8, the two-seat trainer for the Sea Harrier FA2.

Pictured here escorted by an FA2, the T8 has replaced the T4 trainer and has a redesigned cockpit similar to that of the FA2. Its arrival marks the return of 899 Naval Air Squadron to its full annual training throughput of students and maintainers after a period of conversion and work-up for the staff pilots.

The "T-Birds", sporting black livery which makes them highly visible, are based at RN air station Yeovilton.

NEW GUIDANCE OVER MISSING WORKS OF ART

NEW guidance on the security, care and recording of Ministry of Defence works of art have been issued following official criticism earlier this year over a list of more than 200 missing items.

The National Audit Office took expert advice to prepare the guidelines as part of its report in March on the management of the Ministry's art. The Government Art Collection has endorsed the guidance and as a result MOD has adopted it and is giving it wide circulation.

Revelations that the works of art had gone missing, probably over a period of many years, were made by MOD two years ago. As a result of circulation of the list within the Ministry, some items were recovered but about 185 are still unaccounted for.

Titles and descriptions of the works still missing have been reissued in a further bid to track them down.

Navy plans tests with 100m long trimaran

TENDERS are being invited by the Ministry of Defence for the building of a 100m long model to test a trimaran hull design.

The model – a "technology demonstrator" – will be used to help evaluate application of the trimaran format to warship design.

A MOD spokesman said that there were likely to be three contenders for the building of the test hull, but so far the Ministry has not named any prospective designers.

There is widespread speculation that Vosper Thornycroft is a likely contender. The Hampshire company has already undertaken MOD funded studies and has produced a trimaran warship design.

Hinde for London

THE replica of Sir Francis Drake's ship Golden Hinde, built in 1973, has found a permanent home – as a floating museum on the Thames in London.

About a third are of nautical subjects, including a coloured aquatint of the remains of Nelson lying in state, a Roll of Honour of RN medical officers and nurses 1914-20, a lithograph of Admiral Sir John Fisher and a crayon drawing of HMS Victory in Portsmouth Dockyard in 1923.

Poor records

Staff are again being asked to check all works of art in their possession.

The Ministry of Defence says that the problems arose due to inadequate records when the collection was brought together, and to staff moving works from place to place without permission. However, it does acknowledge that a proportion of the works may have been stolen.

'Lost' sailor found alive

THE NAME of a World War II sailor which appears on a Naval memorial at Southsea, Portsmouth, will be removed by the War Graves Commission following the discovery that he is not dead, but living in Australia.

Mr Robert Earnshaw (83) was thought to have died when his ship, the Flower-class Corvette HMS Saivia, was sunk in 1941, but he had gone ashore for hospital treatment.

Navy News

MONTHLY QUIZ ENTRY FORM

CASH PRIZES TO BE WON!

A specially devised Navy News Monthly Quiz is featured in the 1996 Navy News Calendar. Readers of Navy News and users of the 1996 'Power of the Sea' Calendar are invited to take part in the Quiz with the winners receiving prizes donated by Navy News.

Each monthly leaf of the 1996 Calendar poses a question, the answer to which is revealed by possessing a knowledge of naval matters or careful reading of the Navy News 1996 Calendar. Test yourself and pay careful attention to each calendar leaf! The questions will be reprinted in Navy News for the appropriate month (October question shown here).

Each monthly issue of Navy News throughout 1996 will contain an entry form for that month's question.

DO NOT SEND YOUR ENTRY IN YET!

When all twelve original entry forms have been completed, contestants should submit them together in one envelope to arrive at the offices of Navy News not later than 31 March 1997.

Entries with all twelve correct answers will be entered in a prize draw conducted at Navy News offices in April 1997. Winners will be announced in the May 1997 issue of Navy News. The first name drawn will receive a prize of £300. There will be a prize of £100 for the second name drawn and eight further consolation prizes of £25.

So just for fun, test your knowledge of naval matters and win yourself a prize.

Write your answer here

October '96 Question

What was the Fleet Air Arm's first supersonic aircraft?

NAME _____
ADDRESS _____
POSTCODE _____
TEL. NO. _____

Keep this coupon in a safe place until you have collected all twelve. Judges decision will be final. No correspondence will be entered into. Employees or relatives of Navy News staff are ineligible for this quiz.

